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FREEMAN HUBBARD
EDITOR

GORTON T. H. WILBUR
ASSOCIATE EDITOR

MARC S. BALKIN
ASSISTANT EDITOR

MICHAEL A. EAGLESON
STEAM LOCOMOTIVES

JIM EDMONSTON
DIESEL LOCOMOTIVES

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STEVE MAGUIRE
TRANSIT TOPICS

SY REICH
TECHNICAL EDITOR

HARRY C. EGNER
PUBLISHER

BILL BALGLEY
ADVERTISING MANAGER

JOSEPH MUCCIGROSSO
CIRCULATION MANAGER

ROBERT SMREK
PRODUCTION MANAGER

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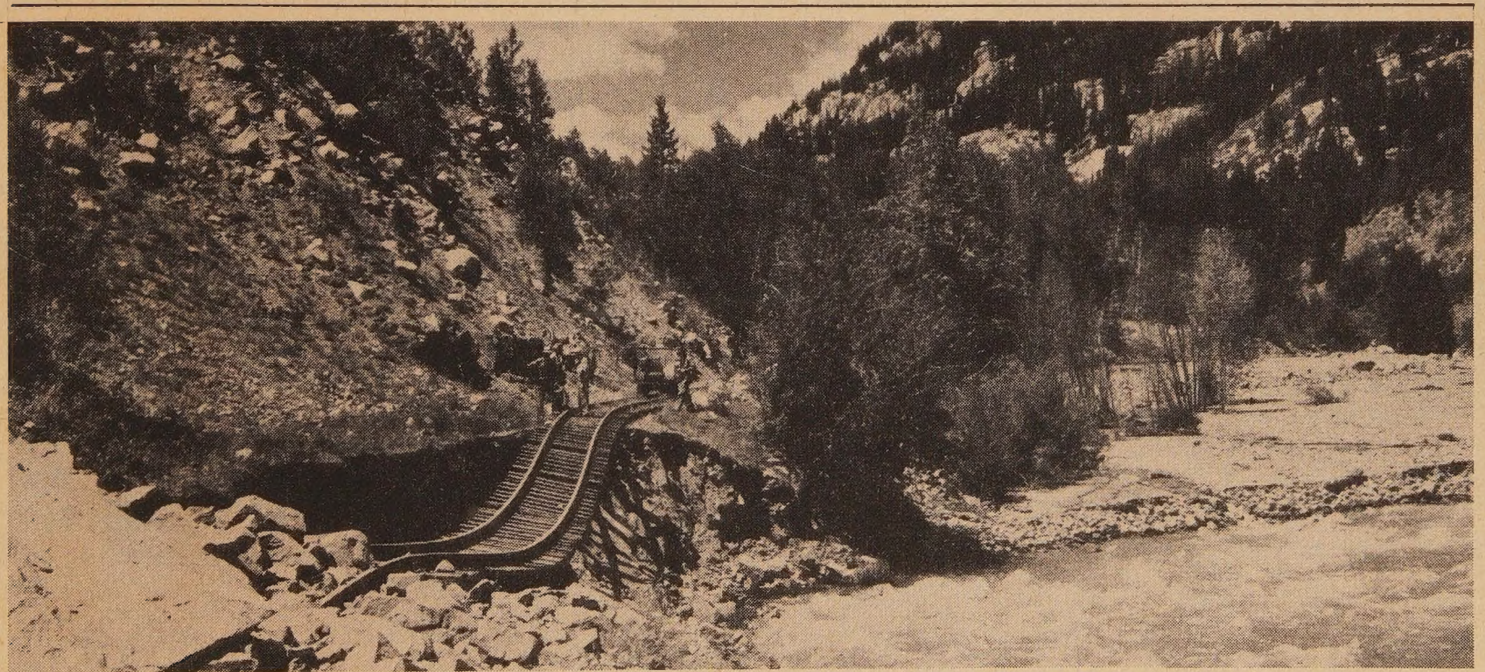


D&RGW washout during spring run-off, 1952, between Hunt and Needleton, Colo.

John B. Norwood, 5494 Estes Court, Arvada, Colo. 80002

Wolfeboro's Baldwin 2-6-2 No. 250 pauses with train during winter run at Sanbornville, N.H.

The Story Behind Our Front Cover

BACK in 1868, when the Wolfeboro Railroad was incorporated, only two forms of public transportation, the stagecoach and the steamboat on Lake Winnipesaukee, were available to and from Wolfeboro, N.H. You had to ride to southernmost tip of the lake to get to the nearest railroad station. The area needed direct railroad service. And so in November, 1871, ground was broken for a rail line to connect with the Portsmouth, Great Falls & Conway, a subsidiary of the Eastern Railroad.

On Jan. 6, 1872, the Eastern leased the Wolfeboro, which, when completed, stretched 12.03 miles from the interchange at Wolfeboro Jct. (now Sanbornville) to the shore of Lake Winnipesaukee, with an additional 1.33 miles of sidings and other trackage. The first passenger train over the new line, a 4-4-0 pulling five coaches, ran on Aug. 19, 1872. Ten years later the Boston & Maine took over the Wolfeboro Railroad as a branch line; and in 1903 the B&M's Northern Division became its Eastern Division, headquartered at Sanbornville.

In 1911, fire at Sanbornville destroyed three big shops and the enginehouse. This marked the decline of the railroad. None of the shops were rebuilt. Division headquarters and engine servicing facilities were moved to Dover. In 1927, a Sykes railcar replaced steam passenger service; and on May 16, 1936, all passenger runs were dropped. A one-a-day freight train continued to operate, but in the late 1960s it was reduced to a few trips a month.

On Dec. 19, 1972, forestalling a B&M move to abandon the branch line, the new Wolfeboro Rail Road Co. bought it. Donald Hallock, as owner and president, restored the line, acquiring vintage equipment such as wooden-bodied coaches of the early 1920s, a Russell snowplow, a self-operated railcar, and a 2-6-2 (Baldwin, 1926) from the Bonhommie & Hattiesburg Southern in Mississippi. Then came a 25-ton Plymouth switcher and two ex-Jersey Central coaches. Dedicated railfans put in many hours of volunteer hard labor, which they really enjoyed, to rehabilitate all this rolling stock. Trains now run between Wolfeboro and Sanbornville. One is pictured on our front cover. R.C. Libby is general superintendent of the line; mailing address, R.D. 1, Wolfeboro, N.H. 03894. ●

THE MAIL CAR

where editors and readers meet

George R. Cockle, 5119 Hamilton St., Omaha, Neb. 68132

The red, white and blue special Bicentennial edition cars of Ringling Brothers, Barnum & Bailey Circus at Lincoln, Neb., on the BN, Sept. 29, '75 enroute to winter quarters, Venice, Fla.

FRONT COVER shows 2-6-2 No. 250 on the 12-mile Wolfeboro Rail Road crossing picturesque Lake Wentworth Dike en route from Sanbornville to Wolfeboro, N.H. Baldwin built this engine in 1926 for the Bonhomie & Hattiesburg Southern. The Wolfeboro operates year-round, daily in late spring and summer, week-ends the rest of the year. Photo was made in July 1976 by *Interesting Railfan* Ronald N. Johnson, 662 Highland Ave., South Portland, Maine 04106.

Back cover shows Amtrak's *San Francisco Zephyr* led by SDP 40E No. 563, leaving Chicago. Photo site is Roosevelt Road overpass from which you can observe most Amtrak operations in Chicago. Train has passed under the U.S. Post Office. To the right you see the Sears Building, the world's tallest office building. Photo was made Aug. 30, 1975, by Robert Paul Meyer, 630 Enos, Kankakee, Illinois 60901.

Views and Reviews

ONE OF MY PHOTOS shows Union Pacific No. 2, running as No. 2-22, second section of *El Capitan,* over the Santa Fe, at Las Vegas, N.M. Feb. 17, 1949. Sherman Hill on the Union Pacific was snow blockaded for several weeks and UP rerouted some trains over the Santa Fe from Daggett, Calif., to Denver. A few times an 800 class 4-8-4 was used. The distance is about 1,085 miles! Is this a record for a detour over another railroad?—Wm. O. Gibson, 4427 30th St., San Diego, Calif. 92116.

DID YOU KNOW that all U.S. transport modes are under some degree of economic regulation by the Federal Government, but only the railroads are 100 percent regulated? Trucks are 44 percent regulated and barges on the inland waterways are only 8.7 percent regulated.

ONCE THERE WAS a youngster acting as night operator at a station close to Topeka, Kan., who was not a swift or accurate telegrapher, reported *The Railroad Telegrapher* in 1905. Cub operators, or "plugs," as they are called, often found it difficult to decipher messages correctly and frequently long words wrongly set down produced combinations not easily understood.

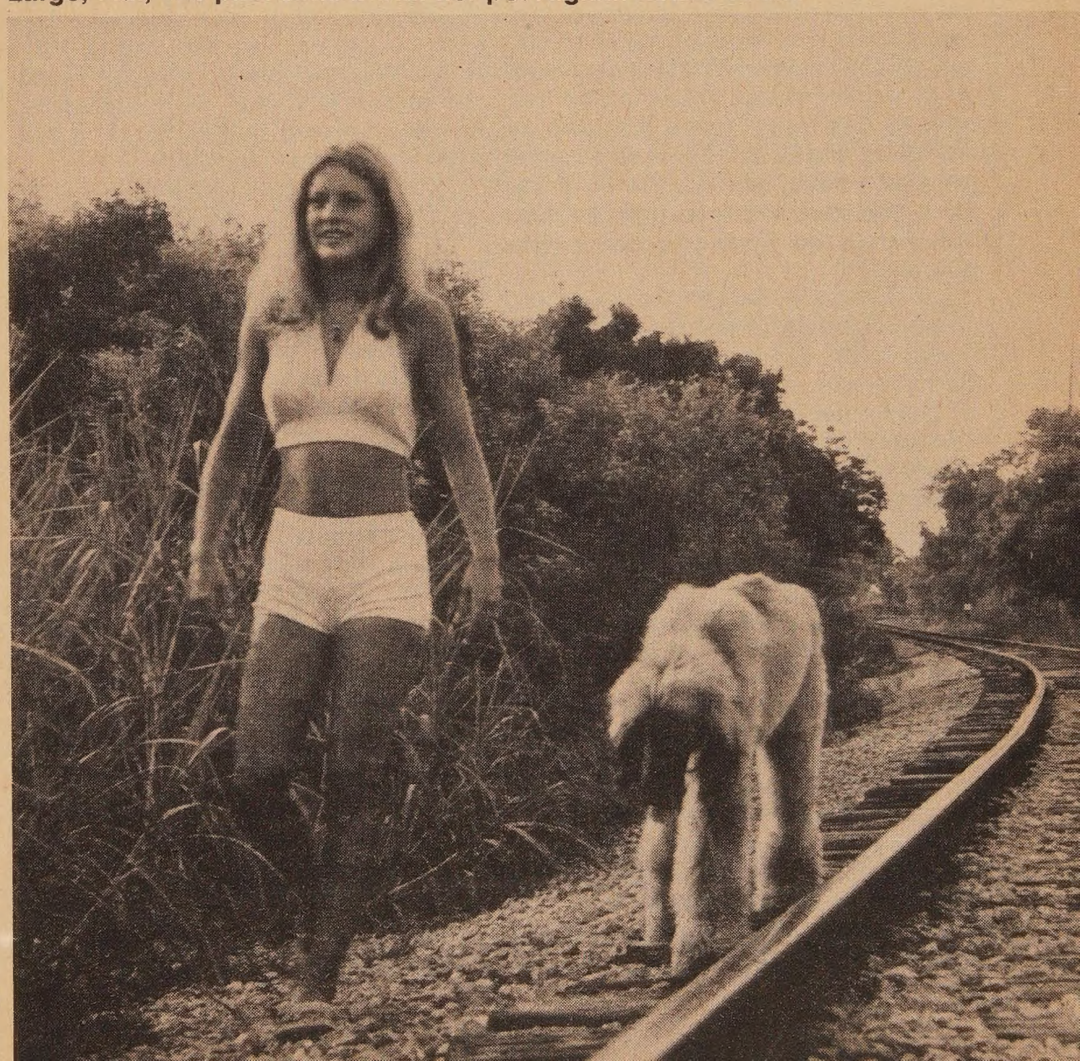
There had been an unusually heavy rain and the underpinning of the freight house at Leavenworth, Kan., began to sink. The building inspector filed a telegram addressed to the general foreman, who was on a train bound for Topeka. The message was transmitted to the tyro. As written, it read: "Foundation under freight house needs attention at once."

But as delivered to the general foreman, the dispatch contained a rather startling bit of information: "Found a lion under freight house. Needs attention at once."

The official replied briefly: "Feed the lion and notify the livestock agent."

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 3315

Michele Noel truckin' on down the gravel along former Seaboard tracks at Largo, Fla., this past June 2 with her pet Afghan hound Sheik.



WHO CAN TELL me about the elephant buried on the right-of-way of the old San Antonio & Aransas Pass Ry. at Flatonia, Texas, about 60 years ago?—Festus Von Blon, Box 6422, Waco, Texas. *(Note from Freeman Hubbard:* It probably belonged to a circus and died when the big top visited Flatonia. As a circus historian, I'd like to get this information myself. The only elephant burial spot I know of is located beside the little circus museum at Somers, N.Y., the grave of the first pachyderm ever seen in North America. It was shot and killed in Maine by a yokel who believed its owner's spiel that no bullet could penetrate its tough hide.)

THE INVENTION of the printing press and the creation of the railway are the two leading events in the history of man.—*Chicago Times* editorial in 1887.

LET'S have more stories about Morse operators such as "Twenty Minutes Late" (July issue) and "Brass-Pounding Girl" (August).—Paul F. Montgomery, Rte. 1, Marius St., Lewiston, Mich. 49756.

I WAS GLAD to read "Twenty Minutes Late." This incident actually occurred on the Passaic & Delaware branch of the DL&W either right before or right after World War I. Engine 868 was assigned to the P&D freight, a night job and a 16-hour one. She had arrived at Gladstone, where she was serviced, turned, and placed first out of the ashpit. The hostler then went down to the brook which ran next to the roundhouse to wash up before eating lunch. Evidently the old gal had a leaky throttle. He must not have placed a chain around the drivers, as she took off with the results noted.

It's downhill through Peapack and mostly downhill to Far Hills, but it's a pretty good grade from Far Hills to Bernardsville and especially right out of Bernardsville for about one-half mile. From there to Millington it's all down. She must have really been clipping them off when she got there. Anyway, that station agent had guts.

In my day, the feed-mill track came in from the east end of the yard. At the west end were the siding and a curving spur which led to an asbestos plant. Some of the names in the story were recognizable. Pete Sheer was Pete Shepard, agent at Peapack, and Bill Richards, the section foreman, was Bill Richardson, who later got a leg cut off on a work train and went into station service, finally retiring as agent at Millington, where the engine derailed. I was "made" on the DL&W in 1939. The men there told me of the incident.—W.M. Shackford (Santa Fe conductor), P.O. Box 283, Alta Loma, Calif. 91701.

RAILROADS have been concerned with the security of passengers and cargo since the 1850s when the Illinois Central hired Allen Pinkerton's detective agency. Robbery and thievery are linked in railroad history—even romantically enlivened by such un-heroes as Jesse James, the Younger Brothers, and Butch Cassidy.

Security and counter-crime measures are a necessary part of railroad operations. Today, railroads are fielding security forces of men and women who are better trained, better equipped, and using improved police methods.

Grand Trunk Railroad police, for example, reflect the security changes with training at the Michigan State Police Academy, a larger representation of college-educated personnel, police and crime prevention seminars, the right to carry firearms, the use of radio and microwave systems, and the use of trained dogs.

CONRAIL has leased 3,000 new trailers from Fruehauf Corp. of Detroit for its intermodal service, deliverable at the rate of 36 per day. It has a fleet of 13,000 trailers in this service. The new ones replace older equipment.

Also Conrail has set up a new TrailVan (piggyback) freight service both ways between Portside Terminal in Elizabeth, N.J., and Chicago. The former stands at the giant Port Newark/Port Elizabeth marine terminal of the N.Y.-N.J. Port Authority. Besides serving that terminal, it has access to major highways.

FOR THE FIRST time in its history, the Detroit, Toledo & Ironton has laid welded rail in a track maintenance program. It completed three miles of this in the heavy-density Petersburg, Mich., area. Track gangs did the job with about one-third the work force used by other railroads for the same distance.

AN ALCOHOLISM rehabilitation program for Southern Railway employees was unveiled by company officers and union representatives meeting in Atlanta. A letter sent by Southern's President L. Stanley Crane to 3700 employees said he was concerned that the "ravages of alcoholism could destroy an employee's effectiveness at work and damage his or her home and family life as well." The program initially is limited to the Atlanta area. Any employee or a qualified dependent who believes he or she has an alcohol or drug problem—and really wants to do something about it—should call 881-1382 in Atlanta.

Renie Einbrinder, ed of *ICG News.*

ONE OF THE TWO circus trains of Ringling Bros. and Barnum & Bailey rolled into Allentown, Pa., the other day. It had moved leisurely through the Lehigh Valley over Conrail tracks en route to Binghamton, N.Y. It was delayed for three hours in the yards while the Delaware & Hudson's Bicentennial engine RS3 1976 was brought out to pull the rest of the trip. A few railfans with radios had heard the train would be passing through and they drove out to meet it. "The Greatest Show on Earth" included Allentown on its yearly itinerary until it abandoned tents about 20 years ago. Incidentally, did you know that at one time, briefly, Allentown was the capital of the United States? That was when General Washington's army was retreating after the British had occupied Philadelphia.

The Personality Parade

JACOB STAIR, JR., a pioneer in the field of railway electrification, is dead at 86. Joining the Pennsylvania Railroad in 1915, he eventually become its top electrical engineer responsible for handling all Pennsy electrical problems. In 1957 he retired from the PRR and for five more fruitful years was consulting engineer-railroads for Gibbs & Hill, Inc., New York City.

"HOW DID YOU get your job as editor of the *Illinois Central Gulf News?"* we asked Renie Einbinder. Well, she graduated from the University of Missouri School of Journalism. Then she sent out resumes and cover letters to more than 75 prospective employers and received about 60 replies, 5 of them marginally in the affirmative. One resulted in her being hired as an assistant in the ICG department of corporate relations. Later, she was promoted to the editorship. She also writes the company's Noon Report, a daily news bulletin

sent to ICG's entire system via telecommunications.

People-oriented items in *ICG News* come from information sent in by employees throughout the system, Renie tells us. She was born in Chicago. While in school she wrote for a newspaper in Columbia, Mo., spending a year and a half on its editorial staff. Her husband, Michael Schreiber, is a medical student.

INTERESTING RAILFAN Howard Fogg, 7024 Indian Peaks Tr., Boulder, Colo. 80402, has painted an assortment of 25 different railroad Christmas cards, mostly snow scenes, old-time and modern, that sell for $5.50. Also, one of these scenes, printed 16x20" for framing, unsigned, is available at $10.

TOM MORAN, 64, who piloted a locomotive many thousands of miles without ever leaving the 200 acres of the Port of Albany, N.Y., on the western side of the Hudson River, called it a day. Moran has retired after 44 years with the Albany Port District Railroad in various capacities. His last 17 working years were spent at the controls of a switch engine. His job was to pick up freight cars brought to the Port by the Delaware & Hudson and Conrail, and shunt the cars to their proper destinations at the Port.

JOHN W. BARRIGER, son of the late *Interesting Railfan* with the same name, is now assistant vice president-finance for Santa Fe Railway at Chicago. He began his ATSF career as a traveling car agent in 1950.

IT WAS 2 a.m. when the young woman boarded a New York subway train in the Coney Island section. As the doors closed, a youth with a knife slipped into the car behind her. They were alone. Then, as the train hurtled north through Brooklyn, the youth allegedly ripped off the 26-year-old girl's underclothing and threatened to rape her.

She pleaded with him, "Not in the subway." She suggested they get off at Fort Hamilton Parkway and 62d Street so she could telephone home. If no one answered, she told her assailant, they could go there.

He agreed, and waited outside while the girl went into a bar above the subway station to use the telephone. She dialed 911, the police call. Within minutes, police arrived and arrested a 17-year-old Brooklyn youth, still holding the female undergarments. He was charged with attempted rape, sexual abuse, and menacing.

EDGAR PEDERSON, first mate of the Western Pacific ferryboat *Las Plumas* was standing on the bridge when he saw something alive bobbing in the water near the middle of San Francisco Bay. The boat was bound for San Francisco with a load of boxcars from Oakland, but reversed her engines in a rescue attempt, and Pederson hopped into a lifeboat lowered over her side.

"I could hardly believe what I saw," he related. "A dog, a German shepherd, appeared to be swimming to Oakland, and about the closest thing around it was the Bay Bridge, a mile to the north. I managed to pull it into the lifeboat. The dog was awfully happy to see us, but wet, hungry, and exhausted. It just crawled underneath a seat and sacked out."

Since there was no identification tag, crew members took it to an SPCA animal shelter.

TWO LONG ISLAND RAIL ROAD conductors of opposite sexes were united in marriage July 9th aboard a LIRR train speeding eastward toward Suffolk. The bridegroom, Raymond Mills of Jamaica, N.Y., is LIRR general chairman of the United Transportation Union. His bride, nee Carole Wagner, now on leave from the railroad and working for UTU, made headlines when she won a three-year legal fight to become the railroad's first female conductor. The wedding train had three extra cars for guests.

DURING the potato famine in Ireland in the 1800s, my great-great-grandfather Manning came to this country and settled in Waterloo, N.Y. with his brothers. They all worked on the New York Central from Albany to Buffalo. When they could afford it, they bought mules and tip carts and ran a business of bringing down fill while the railroad was being built. Later, they took title to wooded land beside the tracks and used the lumber to make ties for the railroad.

Still later, when my great grandfather Manning was 12 or 13, he worked as a waterboy for the Delaware & Hudson. Another relative of mine became a hogger on the D&H and an officer of the Brotherhood of Locomotive Engineers and Firemen. As a small girl I lived in Mountain Lakes, N.J., and I remember the thrill of my first train ride, to Chatham, N.Y.

Today I teach small children, with whom pictures is a must. I need a few train photos to show them. Kids today travel mostly by automobile; many on bikes. Lots of them have never ridden

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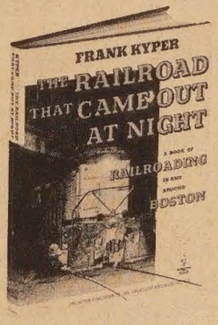

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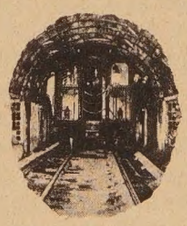

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trains.—Deborah A. Jensen, 617 Florence Rd., River Vale, N.J. 06775. *(Ed. note:* Deborah must be an artist; her signature is an intriguing design, but hard to read.)

IN THE EARLY 1900s a "caboose hop"—a 4-4-0 engine and a waycar, both highly cleaned and polished—steamed out of the Burlington Railroad station at Kansas City, Missouri, with an all-Irish Catholic crew to hold religious services in the caboose in isolated farming communities where no church was available. The crew consisted of engineer Shanahan, fireman Clancy, conductor Cassidy, and brakeman O'Flaherty. Father John Hogan, who said mass for them later became a bishop of the Roman Catholic diocese embracing Kansas City and St. Joseph. These were the only church services we have ever heard of in a caboose.

RETIRED switchman Larry Strunk, 405 N. Whittier, N.E., Tracy, Calif. 95376, wrote the following poem entitled "A Switchman's Farewell:"

SO LONG, my friends, I've pulled the pin,
Scooped up my chips and cashed them in.
The game is through, I'll have to leave.
I know full well no one will grieve.
But that's the way it is, you know;
The time drifts by, we come and go.
In leaving I'm not wholly glad
The good days surpassed the bad.
And those of you who did know me
Know I enjoyed the old Ess Pee.

The clanking car, the clicking wheel,
The smell of smoke, the smell of steel.
A lot of things like these, I know,
I'll miss wherever else I go.
Perhaps we're all a bit this way,
For none of us were forced to stay.
I'll even miss some things like these:
The summer's heat, the winter's freeze,
Rain's wet slap that blinds and stings,
Lashing wind that howls and sings,
Thunder and lightning in the night
Filling the sky with jagged light.

So whether tramping down the lead
Or down a string of cars to bleed,
Dragging out and shoving in,
Throwing switches, pulling pins,
Climbing ladders, passing signs
On yard track, siding, or main line,
It's been our life; we're all the same
Where railroads have been our game.
We're here a while and then we're gone
But trains keep rolling on and on.
And so once more, good-bye old friends,
My life of railroading now ends.

Coal for Energy Crisis

WHILE the nation looks to King Coal as a solution to its energy crisis, the Norfolk & Western, a major coal hauler, is preparing for the expected rise in coal traffic by rebuilding a historic rail line to carry more of it. Since early April, N&W employes have been replacing crossties along the 32-mile line between East Lynn and Kenova, W. Va. Over the next year and a half, N&W will spend a total of $5.5 million to rehabilitate its Wayne branch.

The project includes laying 132-pound continuous welded rail, extensive drainage and ditching work, upgrading 13 bridges, and installing 64,000 cross-ties—about two-thirds of those now in place. The railway is rebuilding its line to serve a new mine being built by Monterey Coal Co. The deep mine, scheduled to open in mid-1978, will employ 800 workers for an annual production capacity of 2.2 million tons. A 3½-mile spur is being built from East Lynn to the mine site.

INLAND STEEL Coal Co. has ordered 300 coal cars from ACF Industries, Inc. The 100-ton, four-gate hopper cars are being built at St. Charles, Mo. Delivery will begin in mid-September and completed by Dec. 31st. When its construction and repair program is completed, Inland will have 730 coal cars in unit-train service between its mines and its Indiana Harbor Works.

Train Was Radio Star

TODAY, fanmail to a TV or radio station is "nothing to write home about," but long ago a famous passenger train on the Louisville & Nashville, the *Pan-American,* evoked thousands of pieces of fanmail as a radio star. This train went into service Dec. 5, 1921, between Nashville and New Orleans via Birmingham with all-steel coaches—somewhat of a novelty in those days—and chair cars, sleepers, and diners. Then in May 1925, with all new equipment, it became all-Pullman for its entire run.

On Aug. 15, 1933, it surged over the radio air waves and soon attained stardom, with fans listening to it in many parts of North America. People tuned in their radios at 5:39 each afternoon to hear the *Pan* go by. The announcer at radio station WSM in Nashville, Tenn., would say: "We take you now to a point 12 miles south of Nashville to hear the actual sound of the L&N crack passenger train, the *Pan-American,* as it passes the 878-foot tower of WSM . . ."

I lived in Nashville in those days. Like many other listeners, I checked the time of day with the *Pan* broadcast. On rare occasions the train was a few minutes late, which became table talk at dinner that night. First we'd hear the *click-click* of wheels over rail joints and then the deep-throated moan of the steam locomotive whistle. By this time the long train was almost opposite the microphone and we listened to its roar as it swept by. The sounds came so clearly that you may have thought it was about to burst into your room. But they faded quickly as the *Pan-American* rolled toward its next stop, Birmingham, Alabama.

WSM was deluged with letters asking whether or not it was a live broadcast, what was the train's speed at the time of broadcast (about 45 mph), how many cars it had, what type engine, and so on. When the *Pan-American* had less than 8 cars it was powered by a 4-6-2, class K-5; when 8 or more, a 4-8-2, class L-1. A group of coal miners at Scranton, Pa., wrote in to say they had installed a radio 750 feet underground and seven-eighths of a mile from the shaft so they could hear the train.

As the program's popularity grew, the announcer would tell his vast audience the engineer's name, a few details about the train, its destination, and its accommodations for those wishing to ride it. For almost 12 years, daily except Sunday, the dramatic sounds of the southbound *Pan-American* were on the 50,000-watt air waves of WSM. The broadcast finally ended June 1, 1945, as a casualty of World War II. Years later, the train itself was discontinued. *Interesting Railfan* Charles B. Castner of L&N helped me with facts for this

letter.—K.C. McDaniel, 1328 Northview Ave., N.E., Atlanta, Ga. 30306.

Mystery of the Bell

A SECOND Liberty Bell? Yes, more than 84 years ago (June 22, 1893) a bell was cast at Troy, N.Y., twice the size of the original Liberty Bell. It was displayed at the Columbian World's Fair at Chicago in 1893 and was to tour U.S. and foreign cities afterward. But it never did.

The story of the Columbian Liberty Bell, as told in *The Locomotive Engineer,* is interesting. School children throughout the land contributed thousands of pennies to add to the molten metal for the bell. Historical artifacts as well, hundreds of them, were donated to be cast into the new bell.

Among such were metal filings from the original Liberty Bell, from France metal from the orignal Statue of Liberty, coins from around the world, historic relics from all the U.S. Presidents from Washington to Grover Cleveland, and sword hilts and belt buckles worn by soldiers in the Revolutionary War.

Two thousand people were on hand at the Meneely Foundry in Troy to watch the casting on June 22, 1893. The bell was shipped by barge down the Hudson River to Jersey City, and thence by rail to Washington and eventually to Chicago, reaching the Windy City in September, where it went on display at the Exposition.

The Illinois Central had built a special car for the bell. This car, together with passenger equipment, was used to carry the bell to various places after the Chicago engagement.

According to Paul Burzanko of Cleveland, who studied the strange history of the Columbian Liberty Bell, it must have met a sad fate. Unpaid debts incurred on the bell's tour apparently decided the underwriting committee to end the tour, sell the bell, and pay the debts. The bell reportedly was shipped in a closed boxcar from Chicago to Baltimore where it was melted down, thus destroying its precious symbolism.

Like Mr. Burzanko, we want to know how the bell was routed on its trip from Chicago to Baltimore. Was it on the B&O or on the Pennsylvania or parts of both? Can any reader tell us?

Black Diamond's First Run

I GREW UP in Freemansburg, Pa., a small railroad community. My early days revolved around exciting events in the life of its Lehigh Valley station agent, my father. Situated on the banks of the Lehigh River and the picturesque Lehigh Canal, the town was bordered by two mainline railroads, LV and New Jersey Central. Almost any time of day or night the normal stillness there was broken by the whistle of a locomotive hauling freight or passengers.

Often I lay awake at night listening to the whistles and dreaming of faraway places I'd never seen but which my father and school teacher had told me about. Few of my playmates had ever been on a train, yet I am sure the haunting wail of steam whistles conjured up thoughts like mine in their minds. Indeed, I was more fortunate than most boys because my father, besides being a station agent and telegrapher, was the mayor and was active in civic and church affairs and he sometimes took me with him on trips by rail to New York.

Those journeys were very special events. After finishing business, Dad usually had a few hours to spare before returning home and we'd take in a vaudeville show or a famous wax museum in the big city. A full-course dinner for 35 cents apiece at a Childs restaurant would climax our day.

Because Dad's main interest was his depot job, I grew up in an atmosphere of train schedules, which bred in me a habit of promptness that I still have. How well I remember the station agent's familiar items: the train tickets and stamping machine, the sealing wax and brass seals, the yellow waybill tissues, wringing wet as they were taken out of the hard press; the always-filled oil lanterns with red or clear glass gloves, and the equally useful red and green flags. But the depot office's real life was the telegraph key chattering messages for stations along the line. As a ham operator, I knew the Morse code; so whenever I heard the letters "FR, FR, FR" clicking out repeatedly on the all-important train wire, I'd summon Dad to answer his station call and get the message.

May 18, 1896, is a date I'll never forget, the date of the *Black Diamond's* first run. As mayor, my father issued a proclamation making it a holiday in our village. Families dressed in their Sunday best, mothers with baskets of picnic lunches and all in a festive mood, converged on the Lehigh Valley station. It seemed almost like the 4th of July, without the fireworks but with a greater air of expectancy. Many residents had never ridden a train, since this was the horse and buggy era. It was exciting to be among those

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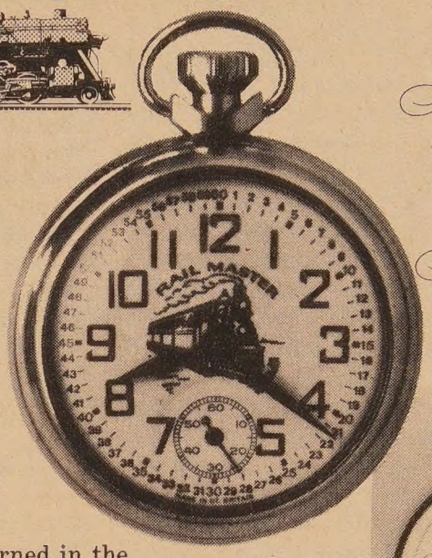

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who'd witness the *Black Diamond* coming from far-off Buffalo on Lake Erie and headed east for Jersey City on the Atlantic coast.

We all listened for the sonorous train whistle and then the rails humming as the train drew nearer. My father took out his Waltham watch on its long chain, looked at it, and shouted to the eager crowd: "Here she comes!" At that moment the assembled town band played a marching tune, which they had been practicing for weeks. Women fluttered handkerchiefs. Fathers lifted youngsters high up on their shoulders to view the passing train. Boys and girls waved vigorously, hoping someone aboard the train might return their greeting.

Freemansburg was not a stopping point for the new train. The excited crowd followed with their eyes the shiny black and brass-trimmed locomotive, with her smoke plume trailing above the sleek passenger cars, rushing swiftly by in the sunshine. As the rear Pullman quickly passed out of sight, rounding the long curve to the east, I am sure that the lingering impression in the minds of us all was not just a string of fancy cars drawn by a powerful iron horse, but the proud spirit of the never-to-be-forgotten era of the steam locomotive.

Years afterward, with the memory of that day still vivid, I became a railroad man myself, first as Lehigh Valley station agent at Jutland, N.J.; then as accountant and auditor for the Chestnut Ridge Railroad at Palmerton, Pa., and still later as accountant and treasurer for the Dansville & Mt. Morris at Dansville, N.Y. If readers say so, I'll contribute more of my oldtime recollections to "our" magazine.—Arthur F. Ritter, 13700 Alderwood Lane, Seal Beach, Calif. 90740.

Canada Heard From

ALTHOUGH I enjoy your entire magazine, I like especially Bert Lanning's writings. I worked as an engine-wiper and hostler's helper in the Canadian Pacific's Vancouver roundhouse in 1947. While I was there, Royal Hudsons 2860 and 2837 pulled passenger trains 1 and 2 eastbound each night. I'd get a thrill from taking those engines out of the shop. Just yank the throttle and they'd leap. Both were powerful, superb giants.

The 5272, decked out with a huge snow blade in front, hauled the Kettle Valley passenger. The 3611 and 3664 were used on morning passenger runs, while the 2702, 2757, and 2762, all sleek 4-6-4's, handled fast freight. These were oilburners. Each was a fireman's dream, great steamers. All yard goats were hand-fired with coal. The mammoth stoker-fired 5366 was employed on the night transfer to Coquitlam. Steam was still king. I have fond memories of those splendid engines.

I have been gone from the railway for 30 years, but it's "once a railroader, always a railroader," at least at heart. Starting on the section with Canadian National, I spent a brace of summers on the track in my native Saskatchewan and as many winters in the icebound spruce swamps of northern Manitoba. Winter frost heaves made the line appear almost like a camel train. One hump in the rail followed another with only a few interruptions. It was shim and shim some more to keep the tracks safe for passenger traffic.

A lot of labor was involved. You had to work to avoid freezing in that glacial climate, though work was contrary to my life philosophy. As for cin-

Robert B. Redden, 72R Ballard, Saugus, Mass. 01906

Canadian National Ry. 2028, built by MLW, at St. Johns, New Brunswick, on May 30, 1977.

der pits, I can sympathize with anyone who quit that job. I was stuck for a week one winter shoveling cinders in the bowels of the earth, the pit at Kamsack, Saskatchewan. My only consolation was the fact that the temperature there was warm when cold winds blew, yet the mental and physical anguish involved was pathetic.

Railroad bunkhouses? I lived in several. They ran all the way from meticulous to revolting, depending upon what man or man-turned-pig had left prior to my arrival. Hindsight is much easier than foresight. Despite the drawbacks in railroading, I still wish I had remained rather than leaving to face the ordeal of a high pressure industry.—Reg Graham, 332 E. 39th Ave., Vancouver, B.C., Canada V5W IK4.

MANY RESIDENTS of Schreiber, Ont., Canada, facing the present energy crisis, are looking back nostalgically to the 1930s when everyone had coal furnaces or heaters in their homes and the Canadian Pacific coal dump was their salvation.

In those days the big coal dump at Schreiber was supposed to hold 40,000 tons—though CPR put little faith in predictions of mild winters, and the usual pile ran closer to 65,000 tons. In nearby Jackfish the dump held 350,000 tons—such a mound that tracks had to be laid up the pile itself to enable locomotives and coal cars to dump their loads. So, from these amounts, you can guess that a few odd bags would not be missed.

Of course, coal and wood could have been bought. But at that time when most householders in Schreiber were earning only $2 a day, they had little left for fuel after the groceries, even though they were at prices which seem unreal now. Five dollars a week saw a family in meat and vegetables—and that included a potroast on Sunday.

As darkness fell during those early winter evenings, a variety of conveyances—along with the common sleighs and toboggans—carrying an even greater variety of containers, converged on the coal dump, down behind the old company roundhouse.

A sort of gentlemen's agreement existed between these miners, each one having his special hole where he dug to fill his box or bag. Only a newcomer or brash regular digger would use another man's "claim."—Inez McCuaig, a retired conductor's wife, Schreiber, Ont., Canada, in *CP Rail News.*

ONTARIO INFORMATION boasts 36 highwayside booths which are side-door cabooses—no platform boxcars but with cupolas. One is at the entrance to Brantford on King's Highway 2. Elsewhere, Grimsby railway station building on the Toronto-Hamilton-Niagara Falls line is now part of a souvenir complex, which also includes former bunk cars and a caboose. And Canadian National's station at Niagara Falls, Ont., has a fixed rail souvenir store, operated mainly for the semi-weekly summer steam service. But Ontario Province neglects its rail opportunities while a cavalcade of 25 charter buses swoops down the highway to Niagara Falls on a holiday weekend.—William C. Kessel (an *Interesting Railfan),* 99 Center St., Hamburg, N.Y.

They Delayed the Zephyr

I WAS WORKING at Pueblo, Colo., in 1950 helping to install and service communications equipment in a new Santa Fe hump-retarder yard being built. It took us several months to install radio equipment, talk-back speakers, inter-com systems, and a new telegraph office with train-order facilities. We also re-arranged circuits at the main relay telegraph office in the old stone depot uptown, where the Colorado Division offices were located.

After a late spring start and rushing the job to completion in summer, we learned that President Gurley and his staff would make an inspection tour in a week or so. Track maintenance gangs combed and manicured the entire new yard, picking up all blowing papers and other trash. Track ballast was smoothed out to a straight-line edge and all the new buildings were tidied up. From the yardmaster hump tower you had a beautiful vista of shiny new rail, black creosoted ties, white rock ballast, and the new buildings.

At length the president's special train pulled into the yard over the new mainline. On the head end was 4-6-2 No. 3448, freshly painted and in perfect condition. Behind the tender were the business cars of Vice President of Operations Tucker, President Gurley, and General Manager of Western Lines Buchanan. Their train stopped opposite the new yard office and hump tower. They all filed off the train and into the hump tower, riding the hydraulic elevator to the 4th floor and using the circular stairway to the top-floor location of the hump and car-retarder control console and communications console. After viewing the equipment, they retraced their steps to visit other yard facilities.

While all this was going on, the engineer of the 3448, clad in new striped overalls, spent part of his waiting time oiling his engine. The clock crept around to 2:45 p.m., close to arrival time of the Colorado & Southern's *Texas Zephyr* at Union Station. With an arrival time at 2:57 p.m. and departure at 3:00 p.m., any delay to this famous train was frowned upon.

The *Texas Zephyr* used the Santa Fe track to enter Pueblo after leaving the jointly operated track between South Denver tower and Bragdon tower. She was "on the advertised." Since President Gurley's special was still blocking the main stem, the ap-

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proach signal for entering the yard showed red against the *Zephyr.* After about a 30-minute delay, the Santa Fe brass collars finally boarded their train, which then pulled into the clear to let the *Zephyr* by, and they left town for Denver. Fuming gestures and disgusted looks on the faces of the *Zephyr's* crew were much in evidence as they rolled past the yard office.—Wm. O. Gibson, 4427 30th St., San Diego, Calif. 92116.

Overseas Railroading

STEAM FANS interested in British practice will be intrigued by John Drayton's new book, *On the Footplate,* recounting his more than 50 years of rail service. John began as office boy at a Great Western Railway loco shed, was promoted to engine-cleaner, then to fireman and to loco driver, and finally retired from the Western Region of British Railways.

The author has a keen observant mind, a sympathetic interest in people, and comes to the point in his writing. His comments on such subjects as engine terminals, boiler-washing, engine-cleaning, building a fire, loco modifications, American-built locos, coal consumption, special trains, British general strike of 1926, the war years, blizzard of 1947, nationalization, work in diesels, and retirement, etc., make *On the Footplate* memorable and informative.

His mentality is shown by this note in the 1974 *Guinness Book of Records:* "The most prolific example on record of the use of any suggestion box scheme is that of Mr. John Drayton of Pontypool, Gwent."

SWEDISH STATE RAILWAYS has awarded Fiat S.P.A. of Torino, Italy, a contract to build 100 diesel self-propelled passenger rail cars of the standard ALN 668 type, a type which the Boston & Maine has been using successfully for the past year on lines of the Massachusetts Bay Transit Authority.

AUSTRIAN FEDERAL RAILWAYS provide an unusual service for vacationers and weekend trippers who take the train from one of Austria's cities to the countryside: rental bicycles at the destination. Anyone can rent a bike by showing an official identification and paying the rental fee of $1.50 a day granted when a railroad ticket to the renting station is presented. The bike can be returned at any railroad station in Austria, with no charge for transporting it back to the point of origin.

THIRTY-NINE electric passenger cars for the suburban train network in the Greater Brisbane area will be supplied by a consortium including Sweden's ASEA. Under the $20 million order, ASEA will build the electric traction equipment and be responsible for the design of the bogies and car bodies. The new cars will operate as 13 three-car units or 6 six-car trains with one spare unit, the former consisting of a driver motor car, a central motor car, and an unmotored driver trailer car. The two motor cars will each be powered by four 132 kW DC motors with ASEA's thyristor control system.

A MICROMETER-BASED Automatic Train Control system which is thought to be the most advanced of its kind in the world has been jointly developed by the L.M. Ericsson Telephone Co. and Standard Radio & Telefon AB, both based in Stockholm, Sweden. A version of the new control system is to be delivered to the Swedish State Railways over 1978/82, under the provisions of a $32,500,000 contract. The deal covers the supply of special beacon devices for main tracks as well as computer and other equipment for some 1,000 locomotives and passenger cars.

In addition to being virtually foolproof, the new system—dubbed JZG 700—has most of its key components duplicated as an extra precaution against the remote possibility of malfunction. Should an engineer fail to apply brakes in response to a signal, then the system actuates an optical warning signal inside the cab. If this goes unheeded, an audible signal sounds. Should that, too, fail to elicit any response, the ATC system takes over completely, causing the brakes to be applied at a pressure which varies according to the urgency of the situation.

As a matter of routine, the system supplies the engineer with a continuous flow of vital data via special beacons, which are installed in pairs between the rails. Antennae on the engine underframe receive this incoming data, which is instantly evaluated by a microcomputer aboard the train.

TRAPPED UNDER a moving train, 10-year-old Paul Carragher lay flat between the rails but had to keep dodging the deadly wheels as he was pulled along the track.

"I kept praying, 'God, don't let me die!' " he said later at his home in Lakemba, New South Wales, Australia. "I could see the wheels getting closer and closer before I was knocked out by a steel bar. When I woke up, I thought I was dead."

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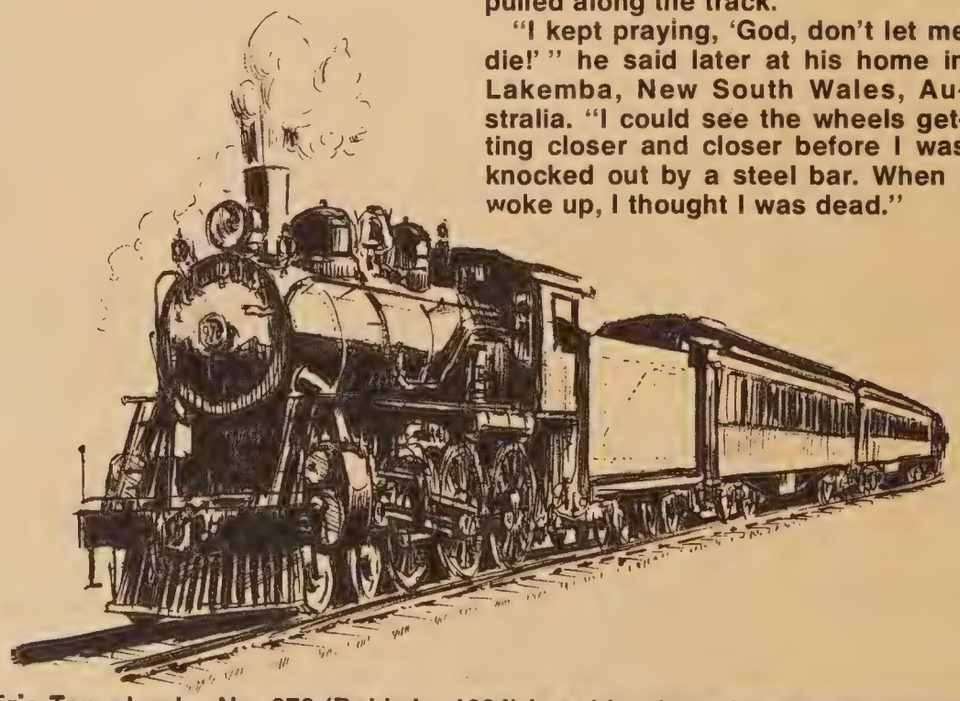

Erie Ten-wheeler No. 970 (Baldwin, 1904) is said to have had engineer Harry Springstead's name lettered in gilt on cab sides in 1919.

Drawn by John Drayton, 60 Allt-yr-yn View, Newport, Gwent, NPT 5GG, England

John Drayton, author of railroad book, On the Footplate.

The boy's shorts were shredded as he was caught between a passenger car and the platform before falling under the train at Narwee railway station.

Paul said a change of routine had almost cost him his life.—A. Man, P.O. Box 3, Drummoyne, N.S.W. 2047, Australia.

(Ed. note: Some time ago Mr. Man sent us a newspaper clipping about Janet Oakden, a tall, willowy, and good-looking girl who was a railway waitress but "will get her chance to become Australia's first loco driver." The Australian Federated Union of Locomotive Enginemen takes the position that Janet can be a loco driver if facilities are provided for women drivers, but until then they will not accept her into the union. Will our correspondent or some other Australian please bring us up to date on this story?)

A Fireman Writes Poetry

WE NOW HEAR from a lighthouse keeper, Kevin J. Pennell, who was a fireman on the New Zealand Rys. for 6½ years. His address is c/o Administration Officer, Lighthouse Branch, Marine Division, M.O.T., Private Bag, Wellington, New Zealand. He writes: "I had to quit firing due to poor health, but I can say happily that 'my fire has not been dropped yet.' While I was railroading I began writing poetry (about trains, of course) and I am still doing so." Here are several of his poems, beginning with "Lighting Up":

Lighting Up

Flames snapping their fingers around the coal
(The black shiny stuff).
No draught yet to still them into one roaring unity;
Colors reminiscent of a signal
(Yellow and orange as they play).
No draught yet to instill it power, to
Shift the motion gear . . .
Coloring the black stuff red now, fierce fingers darkening hues
Adding now a little draught
To send their heat through the flues.

He comments: "The fire has just been lit, and this poem follows the building heat until the time comes to turn the draught on. The next poem, 'Elegy on a Level Crossing,' was written after an accident where our train struck a sedan car, killing five people."

How oft I wonder at these rails once splashed, starred, and spittled with blood,
Lit up by headlight's glare, synchronizing death's scythe, laid bare
Their destinies smashed 'neath the rearmost truck,
As if it was all meant to be tough luck.

Kevin says of his next poem, "Right Away": "Written in the Auckland marshalling yard whilst awaiting the 'right away' or starting signal. This is given and the loco driver sounds the whistle for departure."

Simmering as she waits in the blaze of Auckland's dusk,
Bated breath contained within her steel gut being released onto
The air, now colored pink, the yard lights
Brake-pump thudding impatiently, steam jetting thunderously
In clouds at once vanished.
Driver's eye rearward, spotting the green.
Right away!

He comments on the next poem, "Lift-Off": "Picture of a steam locomotive hauling away with 1500 tons on the drawbar, but slowly and surely gaining speed."

Into the track the wheels bite
As the first great puff rips the stack,
And her driver, from his seat serene,
Knowing his hands have changed the scene,
By opening the throttle wider
And making the world outside a blur.

Kevin describes the following poem, "Steam," as "all sound words."

Pounding, howling, screeching, screaming,
Rushing, bunching, hissing, singing,
Singing, shimmering, hurrying, scurrying,
issuing, vanishing steam!

Finally, of "Drivin' " he says: "A typical engine driver who lives 'for the day' and in doing so makes the most of it—and loves his job."

Some people live on bread alone,
Others live by strivin',
A few depend on 'Pat Malone,'
But exist by drivin.'
Not drivin' Yankee loggers,
Nor lazy cattle borin,'
But laughin,' sobbin' up the grades,
And down, with brakeshoes snorin.' ●

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Central Vermont 2-10-4 No. 703 on long ago snowy day in Vermont.
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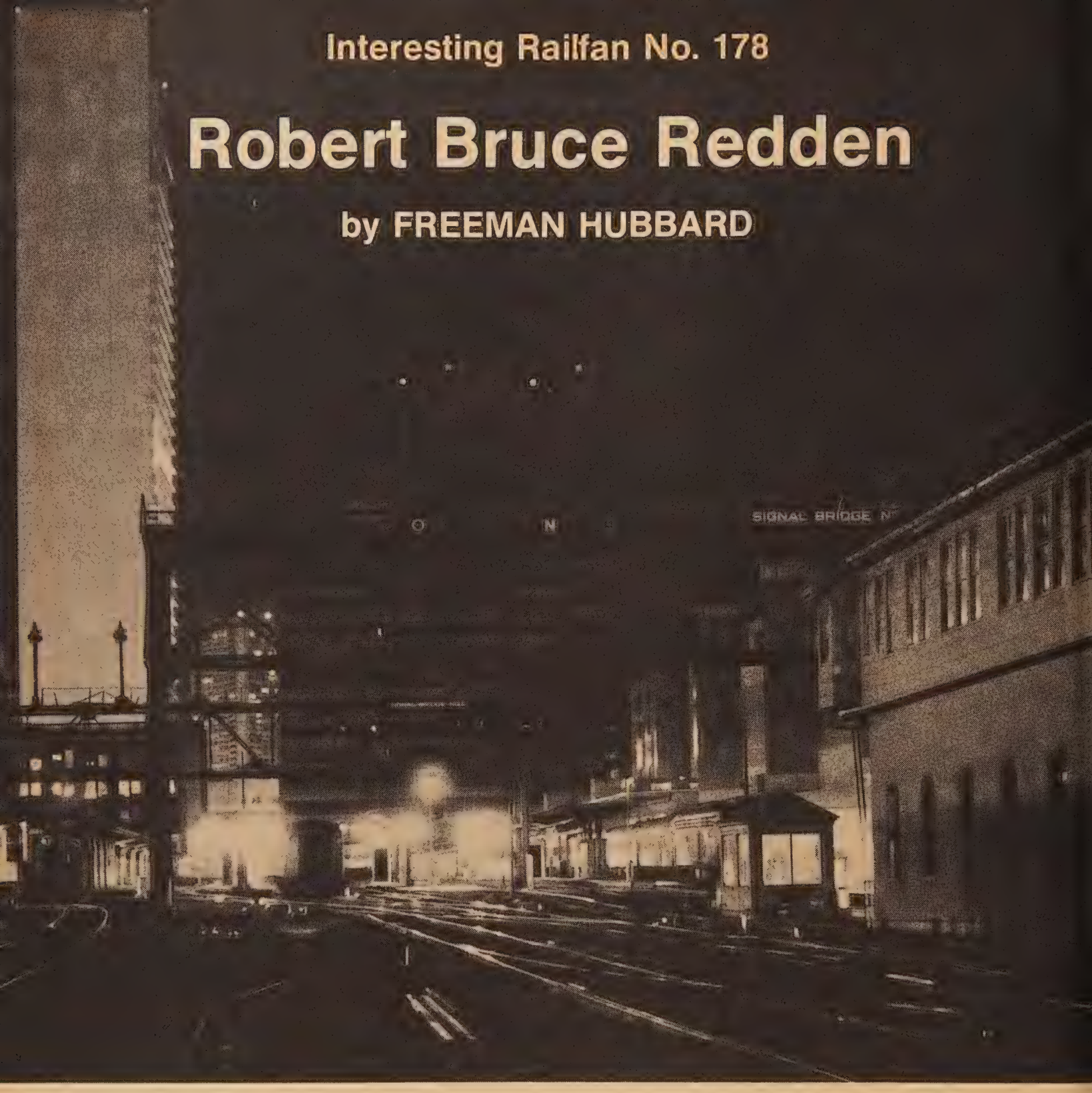
Interesting Railfan No. 178

Robert Bruce Redden

by FREEMAN HUBBARD



LIKE COMMODORE VANDERBILT, Robert B. Redden had a marine background before he became interested in railroads. Bob was born April 15, 1938, in Lynn, Mass., the only child of Arthur and Ethel Redden. His father was a commercial fisherman out of Nova Scotia and came from a long line of seagoing men. Our subject grew up working on those fishing vessels. He was introduced to railroads as a small boy visiting his grandmother at Long Island City, New York. She lived near the Pennsy's Sunnyside Yards, where Bob saw his first GG-1 and was so elated that he knew he'd be spending a lot of time in the yards.

It was a love affair at first sight. His interest grew as he watched engines and cars being switched and trains made up. A yard crew man named Gus gave him an old 616 box camera, with which he began taking railroad pictures. His first shot showed a green and gold GG-1 emerging from the East River tunnel. Soon he was photographing steam and electric locomotives, as well as cars, all over the yards.

One day, to his surprise, a train pulled by a New York, New Haven & Hartford locomotive rolled in. Bob had not been aware that the New Haven also used Sunnyside Yards. Since then he has put in considerable time shooting the New Haven, which became his favorite road. But eventually, by a

The last train of the night now gone, Boston's South Station quietness is broken occasionally by drone of a GP9 MBTA uses on ex-Conrail route.

Robert Redden, photographed by Alan Hunt. Bob himself made all other pix for this railfan article.

quirk of fate, that same railroad was responsible for his losing and never finding a trunk loaded with his old railroad, bus, and trolley negatives, in addition to some of his personal railroadiana.

When Bob moved down to Bridgeport, Conn., his bedroom window faced the NYNH&H elevated mainline. As time passed, he became more and more familiar with its locomotives. To him, their numbers were like the names of individuals he was fond of. A young railfan encouraged him to widen his picture-taking hobby to include all forms of transportation, even buses. Bob did so. But railroads are still his main pastime. Over the years he has become acquainted with many other collectors.

Says he: "I have yet to find a railfan who is not interested in at least one other mode of transportation, with aircraft and buses being the biggest runners-up. (He might have added steamboats and sailing ships.) I'd like to see Steve Maguire's *Transit Topics* give some attention to buses. How do other readers feel about this?"

About once a month he goes photo-hunting—in New England, Canada, New York, or elsewhere. He says to himself, for example, "Wonder what the Grand Trunk will be doing at Island Pond, Vermont," and off he goes. This gives him opportunities to sniff out railroad stations and employes and to share and show, through his photos, some of the joy he gets from them. He tries to make memorable pictures as well as stock shots.

BOB'S WEIGHT is around 165 pounds, has sandy hair and keen hazel eyes. He is outgoing, likes people, and is easy to get along with. He likes animals, too. Has two dogs, Whitey and Muffin, also two cats and some tropical fish. Having been raised near the ocean, he is especially fond of sea food. He makes quick decisions, rarely taking time to mull things over. His education includes high school and the New England Photography School in Boston. For many years he did free-lance photography in the U.S., Canada, Mexico, and Europe, covering assignments for magazines and industry. During that period he amassed a huge collection of color slides and negatives that he sells to collectors for their own use at modest prices.

"I did two annual reports for the Central Vermont," he recalls, "while working with Gaston Roberge, who was then CV press release manager. This opened up a wide field of interest for me in the entire Canadian National System."

Ordinarily, Bob doesn't go in for photo contests. But in 1972, while he was teaching photography at the Reach-out School for low-income children at Lynn, members of his class urged him to enter the Marblehead Art Festival, a competition in the Boston

Central Vermont engineer C. Lyons eases engine back to pick up cars in rain at Yantic, Conn., in 1972.

area. So he made it a class project and they all entered. Bob received first, second, and third prizes in the black & white section.

"I am trained in esoteric photography," he tells us, meaning a selective or elite appeal. "Camera artists like Paul Coppanigro, Stephen Gerst, and the internationally known Ansel Adams taught or conducted workshops at the photography school I attended. Among my prized possessions is a print I made of the ocean at Magnolia, that Ansel Adams signed on the back, 'Cheers for this photo.' "

Among his other hobbies are sailing, skin-diving, and making photos and line-tone renderings of the sea, including marine life. Favoring all forms of transportation, Bob may be found chasing an old Greyhound bus with his camera or zeroing in on a B-52 approaching Limestone Air Force Base in Maine. He is one of the few civilians outside of the news media who is cleared to fly and photograph U.S. Air Force aircraft.

His fondness for nature and wildlife enables him to free-lance for an agency called Animals in New York, which has sold some of his photos to the *Encyclopedia Britannica, TV Guide,* and *Wild World of Animals.* On one occasion Jacques Cousteau used a photo of an octopus by Bob in a television special. Our *Interesting Railfan* has a railroadiana collection of model locos in all gages from O to N.

He hopes some day to build a model railroad layout based on a mythical transportation museum, on which he could operate a Santa Fe *Blue Goose* alongside a New York Central Hudson without some purist telling him it's all wrong.

"Such guys really irk me," he says. "If you operate a steam loco on an HO, N, or O gage model railroad and it makes you happy, who cares if the Boston & Maine never had a streamlined Hudson? Another of my pet peeves is the fellow who thinks steam is railroading and nothing else counts. Like hell! I lived during the steam era and I miss it, but railroading is not just steam. It consists of industry and people working to move things. A diesel or an electric has great appeal for me as long as it runs on steel tracks."

HE IS employed as a photographer and repro-graphics technician for the General Electric Company in Lynn, which makes jet aircraft engines, and hydro-electric and steam generators, and ship propulsion equipment. As lead man in the Graphics Arts department, he is expected to make decisions without bothering his superiors, and he does. As for bad habits, he smokes like a dragon and spends far more than he should on travel to find, let's say, an old locomotive buried in the wilderness somewhere. His address is 72-R Ballard St., Saugus, Mass. 01906.

His biggest mistake is not having been born the King of Saudi Arabia. If he had been, he would have had built for himself some Hudsons, Berkshires, and a couple of assorted old electric locomotives that he loves.

There are many books and magazines that have published Bob's work. He has done technical books for use in driver recruitment programmes by the Greyhound, and countless public relations releases for clients which have appeared in newspapers, books, etc., and of course quite a lot for *Railroad Magazine.*

Mrs. Marilyn Macnair, of Lynn, who has accompanied Bob on trips to many railroad yards, writes: "Each time it is a new adventure because we never know in advance what we'll find there. I like to see the joy on his face as he looks from the highway, spots places in the yard that interest him, and goes there. The excitement becomes contagious as he gives quick glances up and down the tracks, looking for picture possibilities and finding the right angles and right light for them.

"Bob has a mail-order business, selling transportation photos. Although General Electric is his main employer, for whom he sometimes works up to 60 hours a week, he can still find time to handle orders for negatives and slides. Anyone who will buy from the messy-looking catalog he issues must be a dedi-

Taking "five" in Mexico's hot Merida sun while Ferrocarril del Sureste narrow-gage EMD locomotive works a string of cars in the yards.

This was in 1972, before station improvements, waiting for Amtrak train in New London, Conn.

cated collector. He does high-quality work, though. He even mounts all slides in glass and metal. He is proud to see his photos published in *Railroad Magazine* because, as he says, *'Railroad* is dynamic.'

"One time we had fun chasing a freight from Becket to Springfield, Mass., about 50 miles. I can't find words to describe the excitement we felt as if we'd see the train between the trees and then lose sight of it as the tracks curved away. Bob would whoop, 'There it is!' and press a little harder on the gas pedal. I took pictures, too, but although he had pre-set his camera at the right focus and shutter speed, all I did was push a button. Sometimes he'll pick me up at four or five in the morning and we go from one railroad yard to another, and come home usually with a feeling of accomplishment."

FROM HIS YEARS of professional experience, Bob Redden lets us into some of the secrets of good picture-taking. He writes:

Photographs can take us back through time, teach us things we did not know, and give us an accurate record of the day we found that rare locomotive hundreds of miles from home base. We'd be lost without photos. Would you buy *Railroad Magazine* if it stopped its photo coverage?

Cameras come in various grades: hideous, terrible, good, better, and out of sight. Hideous is the $35 down monster. Take a picture from these, blow up a negative to say 11/14 size, and you'll see what I mean. They just are not sharp pictures and nothing can make them sharp. Besides being low in sharpness, the picture generally has only one shutter speed, so stopping locos at speed is next to impossible. If you own this type camera, stay on with me as we can help you to improve things a bit.

NOW WE COME to the terrible camera. This creep is generally in the $30 to $75 range. More often than not, it is trouble galore for the owner. At least, a box camera makes no pretense as to what it can do. Not so for the claims of these dogs. The manufacturer would have you believe it's as good as some of the top cameras costing hundreds of dollars more.

Most of these cameras are bad. They are offered with incredible deals that make it hard to resist them. The mail-order firms abound with them. *Caveat emptor* (let the buyer beware). Yet there are some decent cameras in this price range. But—and this is a giant but—go to a camera store to see and handle the camera. Never, never buy it without knowing just what it can do. Most good camera stores can show you an actual photo done with the animal.

Mail order, let's beat this thing for a while. Even on the most expensive cameras on the market today, some firms offer what appears to be an irrestible offer. The big discount houses have a sneaky way of operating. I'll try to explain it. Some firms take cameras in trade. You see them begging in their advertisements for trade-ins. They are sent back to have any heavy repairs that may be necessary; then these half-dead cameras are sold as new or demo jobs.

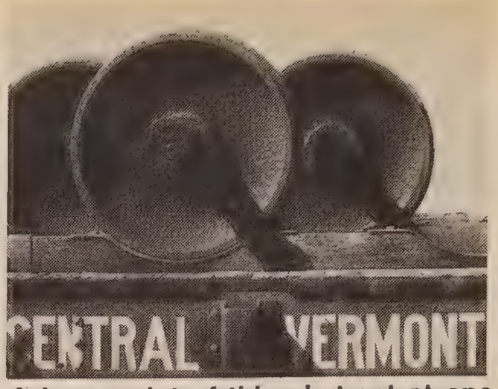
The other thing these super stars do is to offer a brand new camera—omitting the fact it is a suitcase import. Suitcase import meaning the camera is made for

Awaiting her crew for the evening run to Mexico City from Vera Cruz is National of Mexico U-boat 8920.

the overseas market and you can not register the camera for an American guarantee card. If it needs repairs, it must go back to Japan or some other country of origin. They send it back on a slow boat. Eight months is not an uncommon wait to get your little friend home safe and sound. Of course, that is assuming they fixed it at all. Cardinal rule; buy from your local camera store. You might spend a few more bucks, but you have a tangible person to deal with. If you do go mail-order, check your Better Business Bureau to make sure you are not getting gypped by a sharp operator.

AS FOR CAMERAS in the good and better range, say from $100 up to $300. Nearly any camera in this range has benefited from the new break-throughs in optics and machining now present in the photo industry. When you spend a little more here, it's generally because the camera offers a faster lens or more shutter speeds than the next one, say $50 below it. It's unfortunate that some dogs live in this price range, but they are fewer than the other price ranges. I can not advise what is good and what is bad in print. I have owned over 20 various cameras in my years as a working photographer and urge you to seek your local camera store's advice.

Let's get somewhat technical for a bit. When you send out your black & white film to a commercial processer, he assumes you underexposed it. Result, back come your negatives generally very dense. Overdeveloped negs lose sharpness and latitude. Latitude is the range the negative



A large print of this abstract at one time hung in a Central Vermont veep's office in Montreal, Quebec.

can go from dark to light. The overall result is that the pictures are not giving you all they can. There are many other factors involved, but we won't confuse you.

The only way out of this mess (and save some money) is to develop your own negatives. Every photographer should do that. I am talking about your own negatives, not making your own prints. Developing is a whole subject in itself. It requires a plastic or metal tank which, after some practice, you'll find easy to load. Get a roll of the film you work with and load it in the daylight till you get the hang of it. Do it and re-do it until you have it perfect, for it must be done in total darkness when the time comes for you to

Tenants are home at Rigby engine house: Maine Central, Boston & Maine, and Portland Terminal.

develop that dynamic rail shot you just saved for history.

I will detail some development formulas that are the best around today. This is what you put into your tank after it is loaded to get negatives of such incredible latitude and sharpness the negs themselves look like fine prints.

Film comes rated by an A.S.A. number. This determines how sensitive the emulsion is to light. I refer to Kodak film, but any other manufacturer whose A.S.A. rating is about the same can be dealt with using these formulas.

ALL FORMULAS contain Kodak HC 110 developer. Mix this to the B solution as stated on the bottle it comes in. The bottle contains 16 ounces of HC 110 concentrate. Pour it into 48 ounces of 70% water (70 degree). This is your stock solution. You do not use this to develop the film as it sits. You will use the B solution, which means you take this stock solution and pour in one ounce for every seven ounces of 70 degree water. Your tank will be a quart or pint tank so this will tell you right off the bat. For example, a 16-ounce (pint) tank will take two ounces of Solution B, HC 110, and 14 ounces of water.

All formulas contain Kodak borax. Add 3 ounces of Kodak borax to one gallon of 70-degree water. That's all there is to it. All formulas contain Kodak Indicator Stop Bath. Mix two ounces to one gallon of water. All formulas contain fixer. Mix powder in box into one gallon of water.

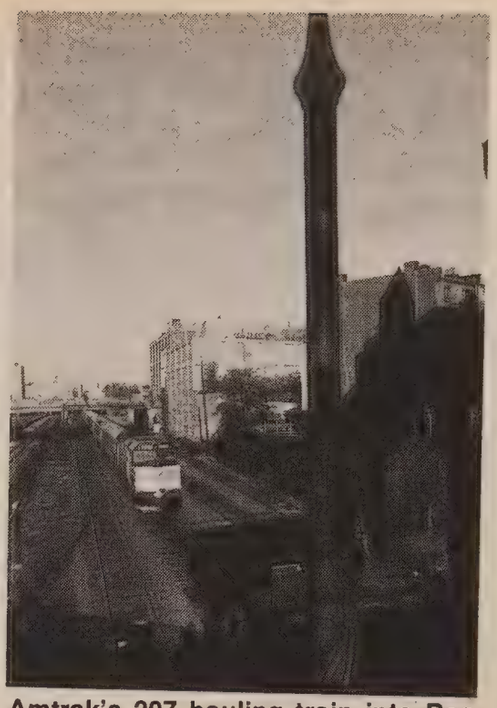
That's all you need, just a few buck's worth of chemicals and, of course, a developing tank. Then if you have an enlarger, hop to it. Even if you don't, you are now so far ahead of the game that you won't believe it. Even the worst clod in a darkroom can now print your negatives into fine show prints that will stop people dead in their tracks. Ok, here are the times and formulas for the various Kodak films I use.

Formula No. 1: Using Kodak Panatomic X film at A.S.A. 32 (for huge blowups). HC 110 B solution at 70 degrees. Develop a total of 3½ minutes. Important: during the first minute you must agitate. This means, gently turn the tank over tha back, using wrist action. Remember solid agitation the first minute. Then 5 seconds each minute thereafter. Quick wash for 30 seconds under 70 degree running water.

Now add Kodak borax for 3 minutes, but under no circumstances agitate the tank. Just let it sit. Dump the borax back in the storage bottle as it's good for 25 rolls. Dump the HC 110B down the drain. Now add Indicator Stop bath and agitate for 15 seconds. Dump back into storage jug until it turns purple—it's not longer good then.

Add fixer for 5 minutes, agitate 15 seconds every minute, then put back in bottle. Now wash film under running water for 10 minutes at 70 degrees. Open tank, hang up to dry. You might get a jug of Kodak Photo Flo, as this really aids drying and makes for water-spot-free negatives. These sometimes can be a pain.

FORMULA 2: Kodak Plus X (and Verichrome Pan) and Tri X Film as well. Plus X is an excellent all-round film rated at A.S.A. 125, as is Verichrome. Tri X is a fast film for getting that loco at low light levels. Regardless of what people tell you, use it with this formula at A.S.A. 300 only. Again, this will produce negatives with such an expanded latitude and sharpness (even for box cameras) that the negs look like fine prints.



Amtrak's 207 hauling train into Boston's Back Bay enroute South.

#2 Kodak HC 1106 solution at 70 degrees for four minutes. Agitate the same as in the first formula. It might be advisable to add 30 seconds to the development time if negs are a little on the thin side. Rest of the formulation is done from the borax out the very same way. One other thing in Formula 2, if you up the development time by four minutes you may shoot Plus X at A.S.A. 500 and Tri X at A.S.A. 1000 for some pretty wild results. For the second half of development, agitate only 30 seconds on the sixth minute and 10 seconds before you dump the HC 110B. The rest remains the same as Formula 1. So remember that's a total of 8 minutes for this forced development in just the HC 110B.

How about earning a buck with these museum pieces you are turning out? Do you have a business place or know some business man in the community? Ask him if you can use a wall to sell your prints. Offer him 25% of the sale price of any pictures he sells. They generally do it. I own and operate The Little Rail Gallery at 113 Munroe St. in Lynn, Mass., which produces salon prints of not only rail subjects but air, land and sea photography as well. It's a helluva lot of fun and you meet some nice people. ●

Amtrak GG-1 No. 4935, resplendent in Brunswick green with five gold stripes and Pennsy keystone, has just passed through Sunnyside Yard's washracks. Soon she'll be hauling the last RPO!

Photographs by Marc S. Balkin

RPO
Graveyard Run

by MARC S. BALKIN

Author (right) poses with some postalmen on the last RPO run.

THE LAST Railway Post Office train in the United States—between New York and Washington, D.C.—made its final run on Thursday, June 30th, its arrival Friday morning marking the end of a service that began more than 100 years ago, and I rode it on behalf of *Railroad Magazine.*

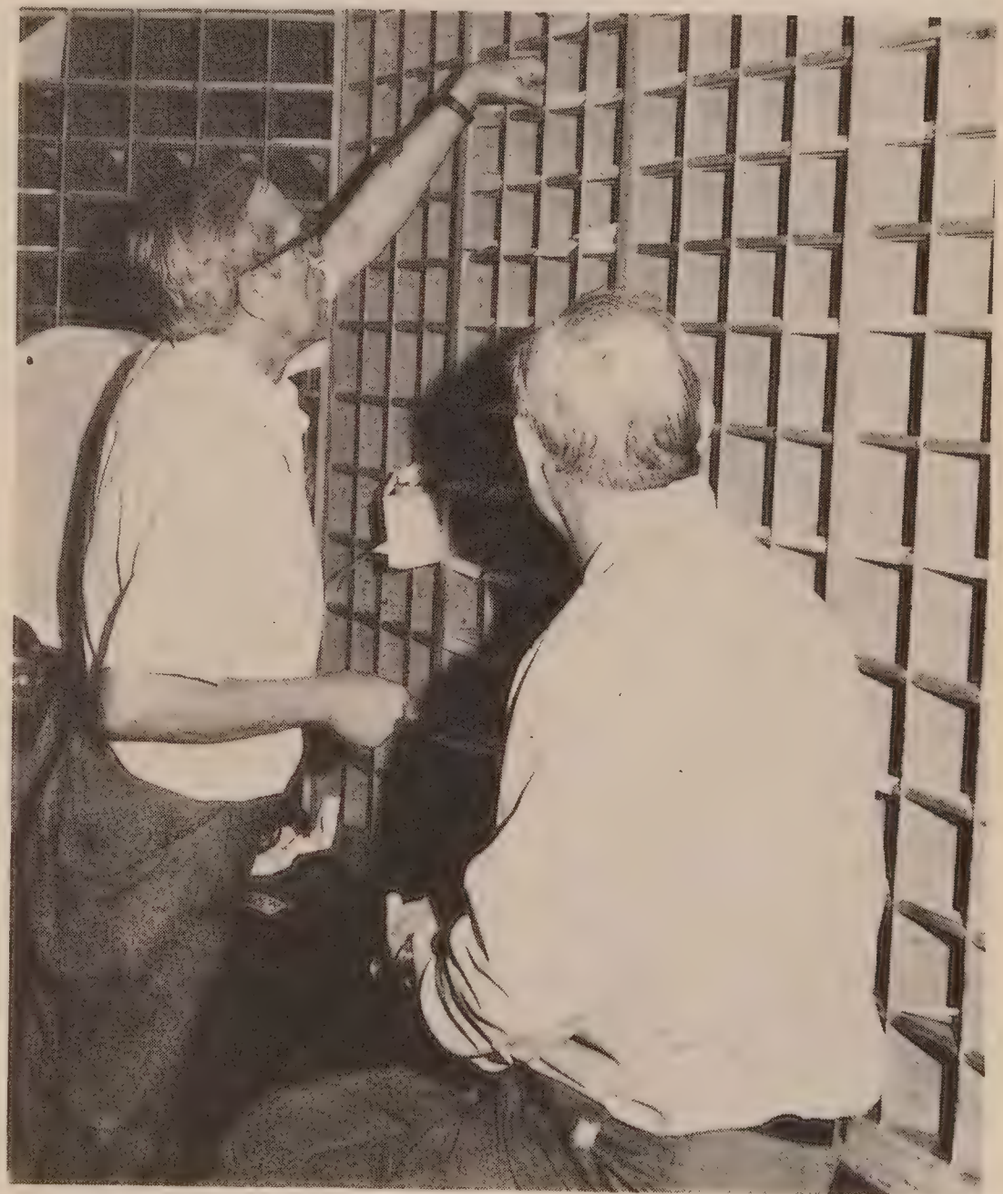
Incidentally, "RPO" means a railway car in which mail is sorted out en route between two cities. The New York-Washington run involved two four-car trains and had been the Postal Service's solitary RPO since 1970. It began operating on Oct. 15, 1864. The system itself was inaugurated between Chicago and Clinton, Iowa, on the Chicago & North Western on Aug. 28, 1864.

At one time, shortly after World War II, there were 1500 RPO routes criss-crossing the U.S. with 30,000 men working in more than 4000 individual RPO cars. By 1961, the number of routes had declined to 262. Ten years later there were only eight. And now I was about to ride the last one.

At track 10 in Penn Station, I was greeted by two guards who checked the official guest list and directed me down to the platform for the ceremony. Promptly at 8:30 p.m. Postmaster General Bailar made a brief speech and presented plaques to the RPO crew members. All the mail cars had been repainted, freshly lettered in *Penn Central* livery, and spruced up from running gear to ceilings. At the head of train No. 3 the refurbished GG-1 No. 4935 reposed in regal splendor.

The mail crews were busily preparing the various bins and cubbyholes for mail-sorting. A festive spirit prevailed since tonight the work coach at the end of the train had been replaced with a snack-bar coach furnishing free food and drink to everyone on board. The Postal Service had prepared a special cachet for this run and presented it to all riders on the train. The briefing kits distributed to reporters included a souvenir program. My copy was duly autographed by every member of the mail-room crew, plus the engineer and fireman.

Leaving Penn Station on time at 11:40 p.m., we soon reached



Enroute to Washington, mail is sorted aboard train 3 for the last time.

Photographs by Marc S. Balkin

Final unloading of mail from an RPO car at Washington Union Terminal.

Newark, N.J. There we took on more mail and were photographed by a few railfans. As we sped down the mainline, the scene was repeated at each stop. Our 2:55 a.m. arrival at Baltimore disclosed a problem with one of the mail cars' brakes, and the car had to be set out.

I asked the engineer of 4935 if I might ride with him in the cab. To my surprise, he agreed. I had brought along my portable stereo tape-recorder. After climbing joyously into the engine cab, I set up my microphones to record for posterity some sounds of this historic train movement.

THE CAB of a GG-1 is a fascinating collection of gages, dials, levers, and throttles. Not particularly roomy as cabs go, especially when compared to some of the larger steam locomotives, the engineer's compartment is at least businesslike. Looking out the front cab window, the graceful flanks of this locomotive, designed by Raymond Loewy, slope away to provide a clear view of the tracks ahead. The pantograph and softly-illuminated class lights complete the view.

Next to the engineer are the cab signals and various indicator lights which monitor the condition of the electric motors. A steam-locomotive style whistle cord controls the deep, monotone air horn. This particular GG-1 has given 34 years of dependable service.

Informed over the train radio that we were clear to depart from Baltimore after setting off the faulty RPO car, and reducing our train to only four cars, we threaded the maze of trackage stretching out in front of us as Train 3 left that city for the last time and quickly entered the long tunnels south of the station. The cab signals changed from time to time, accompanied by a unique calliope-sounding whistle tone alerting the engineer to the new indication.

At length we emerged from the tunnel, reaching trackage where higher speeds were possible. With a steady pace, the 4935 accelerated, her powerful traction motors rising in pitch as the speed increased. With my eyes on the speed indicator from my position directly behind the engineer's seat, I could see we were making a crisp 85 miles per hour. Peering through a darkness broken only by the 4935's headlights, I watched the silver rails ahead.

The yellow position-light signals on the overhead gantrys laid a golden glow on the polished steel as we approached, soon to disappear as our speeding train passed underneath the structure. Occasionally, we passed a grade crossing—increasingly rare on this electrified line. The red flashing lights passed by in a twinkling as our deep horn blasted a warning—which was really a farewell aria to those who happened to be awake at that late hour.

Riding a GG-1 cab is exhilarating. One rarely has such a feeling of well-being and of confidence that a great machine is doing the job for which it was designed to perfection. The impression was intensified by the thought that tonight an American tradition—the mail train—will be no more when we reach Washington.

That moment came all too soon. Crossing the Landover drawbridge, our train negotiated the terminal fancywork. In Union Station, the signal bridges display color-light indications. Each and every signal showed red except for the green one governing our track. The lighted dome of the U.S. Capitol provided a backdrop for our arrival. The 4935 sadly glided to a halt at 4:20 a.m., 15 minutes behind schedule. The U.S. Railway Mail Service's long and meritorious history of sorting mail aboard a train had come to an end!

The nation's last post office on wheels involved another train on which postal workers sorted the mail by hand in RPO cars. The northbound RPO left the nation's capital at 10 on Thursday night and arrived intact in Penn Station at 2:50 a.m. Friday. The two trains passed each other in the night at speeds of better than 80 mph somewhere in Philadelphia.

Because of the brake failure which cut off an RPO car on the southbound run, 364 mail pouches containing more than 100,000 parcels and letters destined for Washington and Virginia were left behind. That mail was trucked to Washington later in the day. The breakdown was symbolic of the operating expenses and mechanical problems that have plagued the last of the RPO trains. According to the Postal Service, a load of mail

costs 55 cents a mile by truck, compared to $8.48 a mile by RPO.

A RAILWAY CAR in which mail was sorted was used in England as early as 1837, and it was reported in 1840 that English mail clerks working on the mail cars were using nets at the sides of the cars to catch mail at the stations.

In the United States, railroads had begun to provide special facilities handling mail en route by 1840. On the section of the Terre Haute & Richmond, which ran west of Indianapolis, and later became part of the New York Central System, clerks were busily sorting mail on the moving trains in 1855.

A car equipped for handling overland mail west of St. Joseph, Mo., was operated in 1862 on the Hannibal & St. Joseph, later a part of the Burlington. One of the postal clerks on the first car running out of Hannibal was Fred Harvey, whose railroad eating-fame in the Southwest later brought the refinements of their cuisine and hospitality to other parts of the country.

The mail car usually considered it to be the first permanent one of its kind began service on the Chicago & North Western two years later. ●

White Flags on a 2-10-0

by BERT LANNING

HOW WELL I recall the severe winter of 1928-'29 on the Canadian Pacific mainline in British Columbia! But business was booming, a few months before the Depression. While firing off the spare board at Revelstoke, I was lucky to get most trips over the Mountain Division eastward to Field with oilburning locomotives. That division has many curves and long 2 percent grades plus the 5.2-mile Connaught Tunnel and many snowsheds, but I preferred it to the West subdivision because of its motive power.

Instead of celebrating New Year's Day in 1929 at home, I was called for an extra freight, a drag of empties, which pleased me because I knew we'd have an oilburner. White snow glistened everywhere, but at least the track was clear all the way to Field because a plow had been sent out an hour or so previous. So we made good time, arriving at Field around 6 p.m. The hogger and I enjoyed a big turkey supper with all the trimmings in the Railroad Y.M.C.A., where we later spent the night.

Next morning the callboy aroused us at six for a westbound wheat drag. After a hearty breakfast built around ham and eggs and coffee, we went over to the roundhouse. Our engine was a 5700-series Decapod (2-10-0), the same type we'd had the day before. It was bitter cold that morning, but bright and luminous. You could see the mountain peaks around the divisional point glittering with deep layers of snow. The yard had been cleared of the white stuff, at least well enough to permit switching operations. We soon coupled our 5700 onto a long freight drag. Then, while my hogger was checking down below, I made sure our oil supply in the tender was okay and the water tank and sand dome filled.

Because we were running extra, I set out white flags at the front end. At 7 a.m. we got a highball signal from the caboose and rolled out of the yard toward the long downgrade to Golden, about 40 miles west. The Decapods, although not as big or powerful as the 5800-series Santa Fe 2-10-2's, were good freight-haulers and not bad as steamers. Heading down through the famous Kicking Horse Pass, I found my firing job easy. I let just enough oil into the firebox to hold steam pressure at the 200-pound mark and kept a full glass of water. Then, calling out the block signals that happened to be on my side, I could relax on my comfortable leather seat and enjoy the splendid mountain scenery.

For me, but especially in winter, a steam locomotive cab was always filled with excitement. The snow-packed roadbed muted the familiar sounds of pounding side-rods, and grinding wheel flanges, and occasional slack between engine and tender. That morning we had a meet at Golden. Then a pusher engine assisted us for quite a distance toward Beavermouth. There we refilled our water tank, waited for the eastbound passenger train, which was on time, and were assigned another helper, this one for the long climb to Glacier.

Soon we were thundering up the grade toward Glacier, about 25 miles ahead, and our 5700 crossed Surprise Creek bridge, a heavy timbered structure that was due for replacement by an all-steel span. My hogger and I gazed down from our respective sides of the cab to the icy depths far below. We could not foresee, of course, that in a week or so the old wooden bridge would collapse, plunging a pusher engine into the water and killing both crew men! That horror was waiting for the near future. Little did I realize then that I'd have been that doomed fireman if my name hadn't been just ahead of his on the spare board, instead of just below his!

On our way up the steep grade I sanded out the flues and watched with fascination the black smoke pouring like a volcano out of the stack to drift back over the swaying carloads of wheat. Then we roared across Stoney Creek bridge (which Nick Morant pic-

tured so effectively on a *Railroad Magazine* cover not long ago), 298 feet high, and approached the east portal of Connaught Tunnel that runs straight as an arrow through towering Mt. MacDonald.

Back in those days the tunnel was double-tracked. Today it has but one pair of steel ribbons. As all trains kept to the left on the double track through the tunnel, eastbound trains reverted to the single-track mainline. By means of a spring switch—one that is thrown automatically by locomotive or car wheels passing over the track, without manual help—a short distance west of Stoney Creek bridge, westbound trains stayed on the mainline, right through.

After the snow-deadened trip outside the tunnel we were now subjected to the din of pounding drivers plus the deafening blast of exhaust against the tunnel roof. As the grade through that five-mile bore is nearly one percent, my hogger had to keep his throttle wide open, with full cutoff. And although we closed all cab windows, the stinking exhaust fumes still penetrated our cab and we found breathing difficult, increasingly so.

At length, to our joy, the west portal shaped up like a half-moon, grew larger and brighter, and soon we were out in the sunshine again. Sliding open our windows, we inhaled the crisp, cold, fresh air. We had another meet at Glacier, that high spot in the mighty Selkirk range of mountains. After pulling into a siding, my hogger climbed down to oil and inspect the running gear. I scrambled up onto the tender to check our oil supply and found we had ample for the rest of the run to Revelstoke.

After pulling back onto the mainline, we had filled the water tank. Later, we found that the vast freight yard at Revelstoke, like others along the CPR main, was jammed with carloads of wheat waiting to be hauled westward to Vancouver. As I sat in the cab finishing the last of the sandwiches I'd brought along from the "Y" at Field, I looked back toward the west portal of the tunnel. Up above its entrance I could see the abandoned roadbed that had been the original mainline through Rogers Pass before Connaught Tunnel was completed on December 9, 1916. I knew that the old Rogers Pass route was notorious for its snowslides. Up to five feet of snow had been recorded in some winters!

Our meet at Glacier appeared in due time and we were able to pull ahead to the water tank, ornamented by shiny icicles, where I refilled our tender tank. From then on it was downgrade for the rest of our run to Revelstoke, with white flags still flying in the breeze and only one more meet—at Albert Canyon—and then home! That trip, like all the others I made over the Mountain Division a half-century ago, was thrilling and adventurous. I wish I could, at this late stage of life, roll back the long-gone years and again fire stubby-stacked oilburners or coalburners over Canadian Pacific rails "from here to eternity." ●

The Worst Train Wreck

THE MOST HORRIBLE of all railroad disasters occurred in the winter of 1917. Although America had entered the war that spring, the French army was desperate. Gen. Nivelle's offensive in the Champagne had met with overwhelming defeat. There followed a mutiny in the French army.

Then, came the rail disaster at Modane, so terrible that the desperate French Government suppressed all news of it. Had the facts become widely known they might easily have been the signal for a greater revolt within the French ranks.

It happened on the night of December 12, 1917. About 1200 soldiers were waiting at the little station at Modane, on the Franco-Italian frontier. They were going home on Christmas leave after the bloody battle of the Piave.

The next stage of their journey lay through a precipitious mountain gorge along the side of which crawled the railroad. The soldiers jammed the train, yelling out of the windows, impatient to start. But the driver stepped down from his cab, excitedly gesticulating.

"The train is too heavy," he called to a group of bedizened brass collars. "It is dangerous to start. It is devilish steep ahead, with curves and a sharp grade. I will not go! It is impossible!"

"What, impossible?" snorted the blue uniforms and gold braid. "You are a coward, my man, not a Frenchman!"

A French writer, Henri Barbusse, tells how the engineer doggedly warned the military autocrats that the overloaded train would take a header down an Alpine grade and get out of control. But the officials stuck to their orders. When the engineer refused to open the throttle they told him to start or be put under arrest and shot at sunrise. With a look of despair and anger, he climbed back on his footplate.

The train jolted out of the little station. Very soon events proved the justice of his warning. The brakes were running hot—they screamed—sparks flew from the flanges of the wheels.

But the brakes would not hold! The weight of the overloaded cars pressed behind. Engine and train tore down a dizzy slope winding along the precipitious banks of a boulder strewn mountain torrent.

The brakes now were looser than old shoes. The engineer shut off steam after vainly trying to reverse the engine, but the doomed train screamed on over the roadbed. Gusts of black smoke poured out from under the cars. The friction had set them on fire.

Straight down on the station of St. Michel rushed this comet of

flame and fury. The terrified soldiers smashed bleeding fists against doors shut by the pressure of the wind. Some jumped out into the night and the abyss. Few escaped. Mangled corpses strewed the line.

Then came a sharp curve where the line crossed a wooden bridge. Like a shell from a gun, the ill-fated locomotive flashed ahead and was hurled to one side as it took the curve. The cars piled up in a heap at the parapet of the bridge! A burst of flame in the night and at least 100 men were burned to cinders.

Reports say that, in all, between 500 and 600 soldiers lost their lives in that terrible half-hour. About 250 were injured. The most trustworthy figure place the dead at 543, the injured at 243, although some historians hazard the guess that more than 1000 men went to death in the accident at Modane. ●

PHOTOGRAPHS of the MONTH

Carman P.K. Cook repacks journal in Western Pacific yards in Oakland, Calif., on Nov. day in 1965.

Virgil C. Staff, P.O. Box 268, Berkeley, Calif.

Westbound *Rio Grande Zephyr* rolls downgrade past Yarmony siding, east of Bond, Colo., June, '75.

Richard Loveman, 1238 Krameria St., Denver, Colo. 80220

Curtis C. Tillotson, Jr., College St., Oxford, N.C. 27565

Southern 2-8-0 No. 390 had arrived earlier in the day at Henderson, N.C., in May, 1948, with 14 cars. After a swing on the armstrong table she'll return to Oxford, with a 16 car train.

Unusual fantrip. Using these two hyrail vans, with a trainmaster and superintendent at the wheel, St. Louis-San Francisco Ry. took Central Oklahoma-NRHS members on an interesting trip this past June 25 from Talihina to Hugo, Okla., round trip through rough terrain.

Lawrence Gibbs, 623 McFarland, Stillwater, Okla. 74074

Janet Payne of Alexandria, Va., studies a Southern timetable at Manassas. Her dad is road official.

Photograph by Marc S. Balkin

Except for the engine, the caboose is the most dramatic part of a freight train. This was especially true in the boomer days, when trainmen often lived, ate, and slept in hack for days in "the home away from home."

Cutaway drawing shows the interior scene in a New York Central Caboose.

Ex-NKP 2-8-4 No. 759 struggles on grade at Stanley, Va., with Hagerstown-Roanoke train in April, '71.

William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va. 22980

Girl Scouts are among the nearly 300 Staten Island youths participating in the annual beautification project of Staten Island Rapid Transit stations. Using the colors of orange and blue for New York State's Bicentennial, they painted the Great Kills depot, one of 18 that were spruced up.

Staten Island Rapid Transit Operating Authority

Wayne Bridges, Box 307, Delavan, Ill. 61734

Who can tell us the life-story of this old hogger who is sleeping out eternity in Woodruff Cemetery at South Pekin, Ill? All over the U.S. and the British Isles, many an engineer's grave has a steam locomotive picture carved on the tombstone. Even conductors' passenger coaches and cabooses' have been spotted. If readers will send us other such photos we'd like to publish them.

Ruth Edmark, Southern Pacific relief op at Mesa, Ariz., climbs ladder Dec. 18 '75 to set out orders.

All photographs by Russell C. Joslin, 8431 E. Edgemont Ave., Scottsdale, Ariz. 85257

Relief Operator

After checking a local freight by Mesa on August 4, 1976, Ruth turns with a smile to the photographer.

After putting the conductor's orders in place on Christmas Eve, 1975, Ruth reaches up to get the engineer's orders in position before the arrival of Phoenix-bound train.

Ruth Edmark copying orders in her office at Southern Pacific station in Mesa, Dec. 18, 1975. You can tell by grin that she likes her job.

A Swedish microcomputer-based Automatic Train Control system, said to be the most advanced of its kind in the world, has been jointly developed by the LM Ericsson telephone company and Standard Radio & Telefon AB. Picture shows the beacon devices, installed in pairs.

Swedish International Press Bureau

Tripods were everywhere and flashbulb light filled air as photographers captured East Broad Top Baldwin Mikes 12 and 14 just before leaving Orbisonia, Pa., Feb. 1976.

Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 14454

SHORT LINE ROSTERS

Compiled by Sy Reich

Duluth, Winnipeg, & Pacific RS-11's on Central Vermont at Norwich, Conn., in January, 1966.

Devco Railway (Ex-Sydney & Louisburg Ry.)

Road Numbers	HP	Builder		Model	Tract Effort	Weight	Date Built	Notes
42	----	Schenectady	----	2-6-0	26,100	122,000	1899	1
60	600	GE	70-ton	B-B	41,000	137,600	1949	2
61	660	Alco-GE	S1	B-B	51,000	195,000	1940	3
200-202	1000	MLW	RS-23	B-B	61,658	246,650	1960	4
203	1000	Alco-GE	RS-1	B-B	59,600	242,200	1944	5
204	1000	Alco-GE	RS-1	B-B	59,600	242,100	1947	5
205	1000	Alco-GE	RS-1	B-B	59,600	240,300	1945	5
206	1000	Alco-GE	RS-1	B-B	59,600	242,200	1944	5
207	1000	Alco-GE	RS-1	B-B	59,600	242,300	1944	5
208	1000	Alco-GE	RS-1	B-B	59,600	242,400	1946	5
209	1000	Alco-GE	RS-1	B-B	59,600	243,000	1950	6
210	1000	Alco-GE	RS-1	B-B	59,600	243,000	1950	6
211	1000	Alco-GE	RS-1	B-B	59,600	242,000	1951	6
212	1000	Alco-GE	RS-1	B-B	59,600	242,000	1951	6
214-215	2400	Alco Pr.	RS-27	B-B	64,000	256,000	1959	7
300	1000	Alco-GE	RS-1	B-B	59,000	242,000	1951	6
926	----	SR	----	4-4-0	25,130	218,000	1934	8

Effective date: Aug. 4, 1975. Sources of information: Devco, L&S, S.G. Paiking & Co. Ltd., MLW. Units on present roster: 42, 61, 200-212, 214-215, 300, 926. Numbered notes:

(1) 42 was originally 2-6-4T, then converted to 2-6-0 in 1951. It has 180 psi boiler pressure, 19x26 cylinders, 55″ drivers. Weight on drivers is listed.

(2) 60 was originally Pacific Great Eastern 553, then Sydney & Louisburg 60 (7/60), then Devco 60, then S.G. Paikin & Co. Ltd. 60, then Laurinburg & Southern 107.

(3) 61 was originally Chicago & North Western 1202, then Birmingham Rail & Locomotive 1202, then S&L 61 (11/61), then Devco 61.

(4) 200-202 were originally S&L 200-202, then Devco 200-202.

(5) 203-208 were originally Minneapolis & St. Louis 744, 547, 645, 24,, 944, 946; then M&SL 201, 219, 205, 200, 202, 217; then BR&L 201, 219, 205, 200, 202, 217; then S&L 203-208 (10/60), then Devco 203-208.

(6) Devco 209-212, 300 were originally Wisconsin Central 2360, 2362, 2364-2366; then Soo Line 2360, 2362, 2364-2366; then S&L 209-212, 300 (10/61); then Devco 209-212, 300.

(7) 214-215 were originally Alco demonstrators 640-3, 640-2; then Union Pacific 676, 675 (9/61); then MLW 676, 675 (1971); then Devco 214-215 (3/75). Now rated 2000 hp.

(8) 926 has 220 psi boiler pressure, 16½″x26″ cylinders, and 79″ drivers. Weight on drivers is listed. 926 is Schools class.

Road Numbers	HP	Builder	Model	Tract Effort	Weight	Date Built	Notes

Donora Southern Railroad (Abandoned Feb. 28, 1964)

201-202	200	Porter	36-ton	B	18,000	72,000	1946	1
301	235	GE	35-ton	B	17,500	70,000	1949	2
801-811	800	GM-EMD	SW8	B-B	57,500	230,000	1951	3

Effective date: July 1975. Sources of info.: Tippins Machinery Co., Great Lakes Carbon, Monessen Southwestern, Ltd., U.S. Steel, B&LE, Briggs & Turivas. Units on present roster: none. Numbered notes:
(1) 201 sold to Basic Materials. 202 sold to Tippins Machinery, then to Kaiser Aluminum & Chemical.
(2) 301 sold to E.K. Pletcher; then to Great Lakes Carbon, renumbered 10 (1963).
(3) 802 sold to the Bessemer & Lake Erie, renumbered 285 (1963). 803-804 sold to U.S. Steel, Homestead Works. 805-806 sold to Briggs & Turivas, then to the Monessen Southwestern, renumbered 28 (Monessen Plant, Wheeling-Pittsburgh Steel Corp.) and 806 (Allenport Plant, WPS). 807 sold to U.S. Steel, Edgar Thompson Works. 808 sold to U.S. Steel, Homestead Works. 809 sold to the Lake Terminal renumbered 825. 810 sold to U.S. Steel, Duquesne Works, renumbered 810. 811 sold to U.S. Steel, Homestead Works.

Duluth & Northeastern Railroad

31	600	GM-EMD	SW1	B-B	48,400	193,610	1941	1
32	600	GM-EMC	SW-1	B-B	48,140	192,530	1940	1
33	600	GM-EMD	SW1	B-B	48,620	194,400	1941	1
34	1000	GM-EMD	NW2	B-B	60,850	243,390	1941	1
35	1000	GM-EMD	SW1000	B-B	61,421	249,299	1967	1

Effective date: May 19, 1975. Source of info: D&NE. Units on present roster: 31-33, 35. Numbered note:
(1) 31-34 were originally Elgin, Joliet & Eastern 245, 234, 241, 405; then D&NE 31-34 (1964). D&NE 34 was sold to GM-EMD in trade for D&NE 35 (2/1/67).

Duluth Union Depot and Transfer

5	400	GE	44-ton	B-B	21,625	86,500	1943	1

Effective date: July 1975. Sources of info: DUD&T, American Aggregates, BN, George R. Silcott. Units on present roster: none. Numbered note:
(1) 5 was originally Northern Pacific 99 (1st), then DUD&T 5, then George R. Silcott 5 (1971), then American Aggregates 17820.

Duluth, Winnipeg & Pacific Railway

MR-18a	3600-3608	1800	Alco Pr.	RS-11	B-B	44,000	226,790	1956
MR-18a	3609-3614	1800	Alco Pr.	RS-11	B-B	44,000	226,790	1956
1								

Effective date: May 27, 1975. Source of info: DW&P. Units on present roster: 3600-3614. General notes: DW&P 3600-3614 are owned by the Canadian National, leased to DW&P. Numbered note:
(1) 3609-3614 were transferred to the Central Vermont, renumbered CV 3609-3614 (1/65); then returned to the DWP, renumbered DWP 3609-3614 (1968).

Durham & Southern Railway

362	1500	BW	DRS 4-4-1500	B-B	63,250	253,000	1947	1
363-365	1500	BW	DRS 6-4-1500	A1A-A1A	63,250	253,000	1947-8	2
500	500	Porter	80-ton	B-B	48,000	160,000	1945	3
1200-1202	1200	BLHW	RS-12	B-B	56,000	224,000	1954	4
2000-2003	2000	GM-EMD	GP38-2	B-B	59,500	247,100	1972	

Effective date: May 16, 1975. Source of info: D&S. Units on present roster: 2000-2003. Numbered notes:
(1) 362 was originally Minneapolis, St. Paul & Sault Ste. Marie 362, then Soo Line 362, then Birmingham Rail & Locomotive 362, then D&S 362 (5/62), then Rail-to-Water Transfer 362 (1973).
(2) 363-365 were originally Norfolk Southern 1504, 1507-1508; then D&S 363 (4/13/65), 364-365 (1/7/66). These engines converted to B-B wheel arrangement. 363-364 sold to Rail-to-Water Transfer, renumbered 363-364 (1973). 365 sold to Homer Gregory & Co. for use on the Morehead & North Fork, renumbered 365.
(3) 500 was originally U.S. Navy 65-00141, then D&S 500 (10/62), then Atlantic & Western 101.
(4) 1200-1202 sold to Homer Gregory & Co. for use on the M&NF, renumbered 1200-1202.

East Camden & Highland Railroad

60	1000	GM-EMD	NW2	B-B	61,800	247,200	1949	1
61	1000	GM-EMD	NW2	B-B	61,800	247,200	1949	2
62	1000	GM-EMD	NW2	B-B	61,390	248,880	1941	3
63	1200	GM-EMD	SW9	B-B	?	?	1952	4

Effective date: April 1976. Source of info: Great Lakes Steel. Units on present roster: 60-63. Numbered notes:
(1) 60 was originally Pittsburgh & Lake Erie 8746, then Precision National 8746, then EC&H 60.
(2) 61 was originally Chicago Great Western 31, then Chicago & North Western 31, then Precision National 31 (1969), then EC&H 61.
(3) 62 was originally Denver & Rio Grande Western 7000, then D&RGW 100 (9/13/41), then Precision National 100 (1/19/68), then Great Lakes Steel 100, then Precision National 100 (1969), then Youngstown Sheet & Tube 915, then Precisional National 915, then EC&H 62. Great Lakes Steel claims it has no record of owning this unit.
(4) 63 was originally Kirby Lumber 1000, then EC&H 63 (4/76).

East Jersey Railroad & Terminal

17-18	550	GE	65-ton	B-B	32,500	130,000	1950	

Effective date: Oct. 1976. Units on present roster: 17-18.

East Washington Railway

DS-1 101	300	GE	45-ton	B-B	27,000	90,000	1946	1
DS-2 102	585	Whitcomb	65DE19a	B-B	43,300	130,000	1944	2
RS-1 103	1000	Alco-GE	RS-1	B-B	60,000	240,000	1944	3

Effective date: March 7, 1973. Sources of info: EW, Pinto Island Metals, George R. Silcott. Units on present roster: 102. Numbered notes:
(1) 101 sold to George R. Silcott, then to Pinto Island Metals, renumbered 68 (6/8/70).
(2) 102 was originally U.S. Army 8465, then EW 102 (1/47). It was re-engined in 1963 from 650 hp.
(3) 103 was originally Washington Terminal 41, then EW 103 (4/68), then sold to Union Equity Co-op.

Road Numbers	HP	Builder	Model	Tract Effort	Weight	Date Built	Notes

East Erie Commercial Railroad

2	200	GE	55-ton	B-B	27,500	110,000	1918	1
9	200	GE	?	B-B	?	?	1918	2
10	250	GE	40-ton	B-B	20,000	80,000	1920	3
11	330	GE	56-ton	B-B	29,000	116,000	1918	1
12	250	GE	57-ton	B-B	28,500	114,000	1935	4
13	250	GE	61-ton	B-B	30,500	122,000	1937	5
14	400	GE	65-ton	B-B	32,500	130,000	1941	6
15	400	GE	65-ton	B-B	32,500	130,000	1941	7
16	550	GE	65-ton	B-B	32,500	130,000	1948	11
17	660	GE	70-ton	B-B	28,000	140,000	1950	10
18-19	660	GE	70-ton	B-B	28,000	140,000	1950	8, 10
20	660	GE	70-ton	B-B	28,000	140,000	1951	9, 10

Effective date: June 4, 1975. Sources of info: EEC, Hammermill Papers Group, Vulcan Materials, George R. Silcott, Acme Newport Steel, Hanna Nickel Smelting, Central Soya. Units on present roster: 17-18, 20. Numbered notes:

(1) 2 was originally Jay Street Connecting 4, then returned to GE (1922) and sold to the EEC (9/22). Rebuilt to EEC 11 4/36); scrapped (8/40).

(2) 9 was originally City of Baltimore ?, then EEC 9. Rebuilt to a 50-ton, 200-hp unit (7/29). Disposed of in 1937 or '38.

(3) 10 was originally GE 6, rebuilt to a 45-ton unit (1934), sold to the EEC, renumbered 10. Sold to Birmingham Slag, renumbered Ensley Works GE-10 aka 2266 (1942), and then scrapped.

(4) 12 scrapped (1968). May have been sold to Republic Steel (1955).

(5) 13 sold to Acme-Newport Steel, renumbered 6 (1951); then sold to Interlake Steel, renumbered 6 (1st); then sold to George R. Silcott, then to Tidewater Grain, then to George R. Silcott, then to Central Soya, renumbered 100.

(6) 14 sold to Hammermill Paper Co., renumbered 15; scrapped.

(7) 15 is no longer on the roster.

(8) 19 sold to Iron & Steel Products (9/57), then to Standard Slag, renumbered 48.

(9) 20 was originally Mississippi Export 48, then St. Johnsbury & Lamoille County 53, then Ontario Hydro 53, then George R. Silcott 53, then EEC 20 (3/67).

(10) 17 was named Ida Bamford; 18 was named June Bovee; 20 was named Jill Smith. These are the maiden names of the railroad's auditor, accountant, and the president's deceased wife.

(11) 16 sold to Quebec North Shore & Labrador, renumbered 90; then sold to Hanna Nickel Smelting, renumbered 42 (1954), then 52, then 552.

East Jordan & Southern RR. (abandoned Aug. 12, 1961)

ML-1	175	Plymouth	ML-6 Type 2	B	15,000	60,000	1937	1

Effective date: Oct. 1976. Source of info: Hyman-Michaels. Units on present roster: none. Numbered note:

(1) ML-1 was originally Phoenix Engineering ?, then EJ&S ML-1 (1961), then Hyman-Michaels ? (10/61), then sold to a sand and gravel company.

East Tennessee & Western North Carolina RR.

209-210	1600	Alco-GE	RS-3	B-B	62,180	248,730	1950	1

Effective date: July 25, 1975. Sources of info: ET&WNC. Units on present roster: 209-210. Numbered note:

(1) 209-210 were originally Central of Georgia 108-109, then ET&WNC 209-210 (1968).

Edgmoor & Manetta Railway

5	----	Porter	----	0-4-0T	?	?	1917	1

Effective Date: Feb. 1977. Units on present roster: 5. Numbered note:

(1) 5 was originally Watertown Arsenla ?, then Warrior River Terminal 2, then Birmingham Rail & Locomotive ?, then E&M 5 (4/41).

Edgmoor & Manetta Railway 0-4-0T No. 5 rests between switching chores at Lando, S.C. The 1917 Porter saddletanker underwent repairs this year and will soon be in steam again.

Photograph by Bill Deppe, Pollocksville, N.C.

East St. Louis Junction RR. (sold to C&NW in 1975)

Road Numbers	HP	Builder	Model	Tract Effort	Weight	Date Built	Notes
70-72	600	GE	70-ton	B-B	35,000	140,000	1948	1
73	600	GE	70-ton	B-B	35,000	140,000	1949	2
100	660	Alco-GE	S1	B-B	?	?	1948	3

Effective date: Oct. 1976. Sources of info: Associated Electric Co-op, George R. Silcott. Units on present roster: none. Numbered notes:
(1) 70 sold to St. Louis Grain Co., renumbered 70 (5/75). 71 sold to Birmingham Rail & Locomotive, renumbered ?; then sold to Vicksburg Chemical Co., renumbered ?. 72 sold jointly to George R. Silcott and Whisler Equipment, renumbered 72; then sold to the Laurenburg & Southern, renumbered 106 (1971).
(2) 73 sold to Associated Electric Co-op, where it has no number.
(3) 100 sold to Union Starch & Refining, renumbered 100; then sold to Miles Laboratories, renumbered ?; then sold to the Cadiz Railroad, renumbered 9.

El Dorado & Wesson Railway

18	660	Alco-GE	S3	B-B	59,700	198,000	1952	
19	660	Alco-GE	S1	B-B	59,700	198,000		1

Effective date: Feb. 1971. Source of info: ED&W. Units on present roster: 18-19. Numbered notes:
(1) 19 was originally Massena Terminal 8, then Rockdale, Sandow & Southern 6 (1951), then ED&W 19 (10/58).

Escanaba & Lake Superior Railroad

100	1000	Baldwin	VO 1000	B-B	72,000	240,000	1946	1
101	660	BW	DS 4-4-660	B-B	42,500	170,100	1947	
102	800	BLHW	S-8	B-B	42,500	170,000	1952	
201-202	1000	BW	DS 4-4-1000	B-B	56,700	226,800	1948	2
204	1200	BLHW	S-12	B-B	59,600	238,450	1950	3

Effective date: July 1975. Sources of info: E&LS, George R. Silcott. Units on present roster: 101-102, 201-202, 204. Numbered notes:
(1) 100 was scrapped.
(2) 201-202 were originally Calumet & Hecla 201-202; then George R. Silcott 201-202; then E&LS 201-202.
(3) 204 was originally Calumet & Hecla 204, then George R. Silcott 204, then E&LS 204.

The Essex Terminal Railway

101	660	Alco-GE	S1	B-B	29,200	198,000	1941	1
102	800	GMD	SW8	B-B	35,000	228,000	1951	
103	660	MCGE	S3	B-B	29,200	198,000	1952	
104	800	GMD	SW8	B-B	35,000	228,000	1954	
105	1200	GMD	SW1200	B-B	39,600	148,000	1956	
106	2000	Alco Pr.	DL721A	B-B	57,200	264,000	1966	2

Effective date: June 16, 1975. Source of info: ET. Units on present roster: 101-106. Numbered notes:
(1) 101 was originally Canadian Car & Munition 5, then ET 101 (1946).
(2) 106 was originally Lehigh & Hudson River 22, then ET 106 (8/72).

Etna & Montrose RR. (abandoned July 1, 1961)

1-2	650	Whitcomb	65-ton	B-B	32,500	130,000	1943	1
410	650	Whitcomb	65DE19a	B-B	32,500	130,000	1944	2

Effective date: Feb. 1977. Units on present roster: none. Numbered notes:
(1) 1-2 were originally U.S. Army 7965, 7975; then E&M 1-2 (2/47). 1 sold to Spang Ghalfant Steel. 2 sold to Cleveland-Cliffs Iron (4/47), then to Chicago Gravel, renumbered 507.
(2) 410 was originally U.S. Army 8436 (MRS 1353), then Union Railroad 410 (12/46), then E&M 410 (1955), then Dietch Co. 410.

Everett Railroad

4	500	GE	80-ton	B-B	48,000	196,000	1943	1
11	----	Baldwin	10-32¼D	2-6-2	35,360	149,250	1909	2
38	----	Baldwin	10-36-E	2-8-0	36,300	163,730	1927	3
56	500	Whitcomb	65DE19a	B-B	32,500	130,000	1944	4
6506	500	Whitcomb	65DE19a	B-B	32,500	130,000	1945	5

Effective date: June 23, 1975. Sources of info: Everett, Preston W. Duffy & Son, American Aggregates, George R. Silcott. Units on present roster: 4. Numbered notes:
(1) 4 was originally U.S. Army 7893, then George R. Silcott ?, then Everett 4 (10/71).
(2) 11 was originally Kanawha, Glen Jean & Eastern 200, then Morehead & North Fork 11 (1940), then George R. Silcott 11, then Everett 11 (12/64), then Williams Grove Park & Speedway 11 (3/71).
(3) 38 was originally Huntingdon & Broad Top Mountain Railroad & Coal Co. 38, then Everett 38, but never operated; then Rail City Museum (Sandy Pond NY) 38, then Livonia, Avon & Lakeville 38.
(4) 56 was originally U.S. Army 8468, then S.A. Healy 8124, then South Buffalo 44 (5/48), then Fore River 12 (8/49), then Conemaugh & Black Lick 56 (7/53), then Everett 56 (3/54), then Preston W. Duffy & Son (1966), then American Aggregates 60474 (11/66).
(5) 6506 was originally U.S. Army 8806, then Ralph Baggley Jr. ?, then Wheeling Steel 6506, then Everett 6506 (11/65), then George R. Silcott 6506 (11/71), then sold to American Aggregates, which is using it for parts.

Fairport, Painesville & Eastern Railway

101	1000	Alco-GE	S2	B-B	?	?	1945	
102	1000	Alco-GE	S2	B-B	?	?	1946	
103	1000	Alco-GE	S2	B-B	?	?	1946	
104	1000	Alco-GE	S2	B-B	?	?	1947	
105	1000	Alco-GE	S4	B-B	?	?	1951	
106-107	1000	Alco-GE	S2	B-B	57,800	231,200	1950	1
108	1000	Alco-GE	S4	B-B	57,800	231,200	1951	2

Effective date: March 1977. Sources of info: FP&E, N&W. Units on present roster: 101-108. Numbered notes:
(1) 106-107 were originally New York, Chicago & St. Louis 44-45; then Norfolk & Western 2044-2045; then FP&E 106-107 (2/68).
(2) 108 was originally NKP 59, then N&W 2059, then FP&E 108 (4/71).

STEVE MAGUIRE'S

TRANSIT TOPICS

MBTA 3285, ex-PCC, made into line car, at Watertown, Mass., June '77.

Norton D. Clark, 21 Endicott St., Newton Highlands, Mass.

ANTICIPATING new Light Rail equipment, Philadelphia's Southeastern Pennsylvania Transportation Authority has unveiled plans for two new facilities in Southwest Philadelphia. SEPTA wants to replace the 79-year-old Woodland Avenue depot at 49th Street with a new repair shop there and build a new operating facility at 73d Street and Elmwood Avenue.

The present depot is used for operating and maintaining trolley cars on four routes in Philadelphia and in Delaware County. It was severely damaged in an October 1975 fire, and will be torn down to make way for the new repair shop. Urban Mass Transit Administration is paying 80 percent of the cost of the two new facilities. The rest is coming from the city and state.

The transit administration required SEPTA to build new operating and maintenance areas for trolley cars in order to receive Federal funds for acquiring 100 new cars. SEPTA has been negotiating with Federal officials for over five years for the purchase of Light Rail Vehicles.

UMTA originally wanted SEPTA to join Boston and San Francisco in buying new trolleys. Boeing-Vertol, in Ridley Township, Delaware County, is building 275 for those two cities. SEPTA argued that the Boeing trolley was four inches too wide for most Philadelphia streets, and it dropped out of the program. San Francisco and Boston are paying about $300,000 for each Boeing trolley. SEPTA will have to pay about $800,000 for each new trolley it buys. For this news we thank L.P. Cummings, Lancaster, Pa.

THE CARTER Administration's mass transit policy was blasted at a rail conference of the American Public Transit Association, reports the Philadelphia *Evening Bulletin.* R. Michael Warren, general manager of the Toronto Transit Commission, was greeted with applause when he said President Carter has a "dangerous and short-sighted" attitude toward mass transit. And Dr. Vukan R. Vuchic, professor of tranportation at the University of Pennsylvania, said Mr. Carter is "expounding misinformation and propaganda on rail transit."

What many of the 700 delegates are upset about is a hand-written memo Mr. Carter sent to Transportation Sec-

Kenneth G. Johnson, P.O. Box 161, Renton, Wash. 98055

Overhead trolley wire sings as No. 1776's pole skims along on a charter run March 30, 1975 over a stretch of track of the Henrybro line of the Yakima Valley Transportation Co. that had not seen service for years. Yakima's restoration of streetcar service in October, 1974, reopened the line. The Henrybro line operates in true oldtime interurban style through open, rolling farm lands.

P&SR No. 63 and Peninsular Ry. No. 52 on parade July 4, 1977, at South Park Jct., Calif.
Vernon J. Sappers, California Railway Museum, Rio Vista Jct., Calif.

retary Brock Adams, which said: "I suspect that many of the rapid transit projects are grossly overdesigned. We should insist on (a) off-street parring; (b) one-way streets; (c) special bus lanes, (d) surface rail/bus as preferable alternatives."

The delegates also complained that the President's energy policy fails to mention mass transit as a means of conserving energy.

TRACKS of the old Richmond & Petersburg Electric Ry. were uncovered during repairs currently under way on the 51-year-old highway bridge linking Petersburg with Colonial Heights, Va. The interurban trolley line which connected Petersburg and Manchester (now part of Richmond) was opened February 10, 1902, and made the 27-mile trip in 75 minutes. Originally, it had its own right-of-way across the Appomattox River, 3½ blocks from the present highway bridge (you can still see the brick piers which supported the trestle) until the present span was erected in 1925, at which time the rail line was rerouted onto the highway bridge. Buses replaced trolley service around 1932.—Brandan Gamble, 520 Colonial Ave., Colonial Heights, Va. 23834.

LOW BIDDER for 67 new light rail cars, each having a capacity of 60 persons, for the Shaker Heights Division of Greater Cleveland Regional Transit Authority, was Urban Transit Development Corp. of Toronto, Canada. The UTDC is presently working on new LRV's for the Toronto system.

This news comes from Al Kleinsmith, Cleveland, Ohio, who adds details from the *Cleveland Plain Dealer*. A total of 19 bids were received from nine companies in the United States, Canada, Japan, Belgium, Italy, and Germany. Highest bid came in from an American firm, Boeing-Vertol Corp. Robert J. Landgraf, RTA superintendent of rapid transit, attributed the large number of bids to the fact that RTA advertised for a total of 4,000 seats rather than for a specific number of cars. The Shaker Rapid's present 55 cars total 3,200 seats.

The last previous bidding for light-rail transit cars was four years ago when Boston and San Francisco jointly advertised for 275 cars, but drew only three bids. At that time Boeing-Vertol was low bidder.

CHICAGO TRANSIT AUTHORITY has issued a new rulebook for motormen to clear up confusion over rules that contributed to fatal crashes on elevated lines this year and in 1976. In revising its operating manual, CTA followed the recommendation of Federal investigators to update its 15-year-old rulebook to improve safety. The recommendation was made after two trains crashed at the Addison Street station of the Jefferson Park line Jan. 9, 1976, killing one passenger and injuring 381.

More than a year later, with the revision not yet completed, the CTA had its worst L crash ever. Eleven persons were killed and 189 injured when one train ran into another at the Lake-Wabash curve in the Loop, toppling two cars to the street and leaving two more dangling from the structure.

Confusion over a safety rule—which had been issued in bulletin form but was not in the operating manual—was considered one factor in the accident. CTA general manager George Krambles said the revised rulebook eliminates obsolete regulations and adds information about modern train safety signaling equipment not in the 1962 manual. The new rule prohibits motormen from moving their trains while receiving a red warning signal until they receive permission. The old rule allowed the movement with caution.

A MOVIE on public transit, "Innovations," is available for public viewing, the U.S. Department of Transportation announces. Beginning with a short mass transit history, the film illustrates how a system handles bikes on trains, how a modern farebox-to-bank coin collection system works, and how the impact of downtown transit malls affect the vitality of cities.

"Innovations" is an 18-minute, 16 mm, color-sound film available on a free loan basis by writing to Broadcast/Audio Visual Division/ OST/S-83, U.S. Department of Transportation, 400 7th Street S.W., Washington, D.C. 20590.

OFFICIALS on both sides of the U.S.-Canadian border have revived a 12-year-old idea to build a cable-car system over the Detroit River. Leon Atchison, city recreation director in Detroit, said he and his counterpart in Windsor, Ont., Harry Brumpton, have decided to resurrect the idea.

TWO PASSENGERS got off a tram in Brno, Czechoslovakia—and the pavement gave way. They dropped into a sewer under the road. The man was rescued, but the woman was swept into the main sewerage system and has not been found. This news comes from *Interesting Railfan* R.E. Ruffell, a British Rail employe.

WHEN A NEW section of the Washington, D.C., Metro rapid transit line opened July 1st, Secretary of Transportation Brock Adams an-

From an overpass on Via Cesario Console you can get a good view of streetcars on Via Action in Naples, Italy. On November 15, 1974, a trolley works its way westward alongside the huge Royal Palace, onetime pomp and circumstance residence of Bourbons.

W.T. Morgan, Box 6469, Oxnard, Calif. 93031

nounced a $327,995,756 grant to extend the routes. The new Blue Line was funded to continue 4.5 miles of construction from the present terminus at National Airport to Huntington Avenue.

In Maryland, construction will continue on the Red Line from Tenley Circle to the end of line at Shady Grove. The Red Line was the first subway segment to open, in the spring of 1976. The operating section is a U-shape route of about 5 miles serving downtown Washington. Yard facilities for the Red and Blue Lines will be built in Shady Grove and Alexandria.

NEW YORK CITY Transit Authority has awarded a $2.3 million contract to Union Switch & Signal Division of WABCO for relay logic and new controls from an existing control console located in the signal tower adjacent to Jerome Avenue Yard. Installation will take about 24 months.

Mrs. Emily Greenspan, a New Yorker, writes: "I often observe violations of the no-smoking regulations on this city's mass transit facilities, especially on the subway. It appears that no attempt is being made by Transit Authority personnel to rectify this situation, which creates a health hazard and contributes to an unpleasant and hostile situation in our subways and buses."

TORONTO Transit Commission has been asked to spend $8,000 on planning improvements recommended by the Ontario fire marshal. The money is needed for the installation of better fire-fighting facilities in the Bloor-Yonge, St. George, Islington, and Finch subway stations.

TTC already has set aside $50,000 to upgrade the four stations this year and eventually expects to spend a total of $500,000 to improve the entire system. The changes will allow fire departments to fight a blaze from the ends of the subway platforms without having to go through the station.

BALTIMORE (Md.) Region Rail Rapid Transit System is gaining momentum with contracts now awarded for three tunnel projects costing about $80 million. Bids have also been taken on a fourth tunnel contract. It is anticipated that some $190 million worth of construction work will be under way by the end of this calendar year.

CITIZENS interested in the proposed Buffalo, N.Y., rapid transit line can study the draft environmental impact statement on the 6.4-mile project. The statement is now available in the Rand Bldg. office of the Metro Construction Div. of the Niagara Frontier Transportation Authority. It is also in the downtown branch of the Buffalo and Erie County Public Library. Eventually, copies will be available in all Buffalo library branches.

A $681,000 CONTRACT award to a Brookline corporation for design engineering services for the renovation of the Green Line's Reservoir yards and shops at Cleveland Circle has been approved by the Massachusetts Bay Transportation Authority. The project is estimated to cost $9.5 million, with work expected to begin next spring.

Also at Boston, the MBTA has awarded a $6.9 million contract for extension of the Red Line from Quincy to South Braintree, Mass., a distance of 6.2 miles down the South Shore. Besides the right-of-way work, the contract calls for a 3-level parking garage adjacent to the new South Braintree terminal station.

BILL GORDON of Rochester, N.Y., has just published his latest book, which deals with the Buffalo & Lake Erie Traction in this area. He says a correspondent told him that at Pittsburgh, Pa., the Pittsburgh History & Landmarks Foundation is financing the rebuilding of the old Pittsburgh & Lake Erie station and freight house complex into a shopping mall to be known as Station Square, which will also be the nucleus of a proposed hotel and office building site along the river.

"This is situated to the north of the Smithfield Street bridge," the correspondent wrote, "which I cross whenever I return home by streetcar. About a month ago I noticed what appeared to be an old gray car body that I assumed the contractor was using to store equipment. This car body had front windows and looked like an old interurban. I went down to the work area to investigate.

"This old interurban car body still has the smoker and platform partitions intact but had been used as a dwelling by someone. Painted on the sides in black letters is the name 'Lake Shore Electric' and the number 150. This is not one of the large steel cars for which they were well known but a wooden car body similar to the 600-607 series of the old B&LET. Near it is an old New York Central steel day coach of the 1918-1920 era. A man at the site told me that they intended to have a transportation museum at the site and this old interurban and the railroad coach were the start."

THE WORLD'S longest 50-kilovolt electrified railroad is due for completion and operation next March in South Africa. The railroad, an 860-km iron-ore line of South African Iron & Steel Industrial Corp. Ltd., is presently operated by diesel power but is being

electrified, kilometer by kilometer. Engineering design is supplied by International Engineering Company's San Francisco office, and construction has already passed the halfway mark.

Meanwhile, unit trains pulled by six diesel locomotives and carrying 16,000 tons of iron ore, run at 8-hour intervals over this same line from the iron mines at Sishen to Saldanha Bay port. The design has some unique features, including 50-KV electrification and 2.5-km-long tensioned sections and one of the first applications of synthetic insulators.

Driver swings pole on single-trucker No. 26, owned by Australian Ballarat Tramway Preservation Society, making ready for run to Mt. Pleasant.

William F. Bolton, 21 Cowles Rd., Mosman, N.S.W. 2088, Australia

I WAS HAPPY to see an old friend of mine, the CTA car, on your July cover. Incidentally, CTA cars are always tested first as single cars at Boeing-Vertol, then as married pairs. The pantograph is strapped on only for use in testing, as Boeing does not have any third rail. The car in the picture is actually 2401, as evidenced by the 001 in the motorman's window. CTA 2401 on flatcar MTTX 92178 and CTA 2402 on flatcar MTTX 90734 left Boeing-Vertol on Aug. 8, 1976, at 10 a.m. Both arrived at Skokie Yard CTA on Aug. 13, 1976, at 12:40 p.m. I rode with them all the way from the plant to Skokie.—Henry Dickinson, Jr., vice president, Wilmington & Western R.R., 109 W. Ashland Ave., Glenolden, Pa. 19036.

TAXPAYERS may have to pay interest on nearly $1 billion in bonds for Washington's subway system, the General Accounting Office told Congress. That interest will amount to $3.1 billion over the 40-year period.

Since they may be financing much of the costs of the world's most expensive subway system, GAO urged Congress to scrutinize Metro's financial problems. GAO said it was "highly unlikely that the Metrorail system revenues will cover operating costs and bond interest and principal obligations," which means the Federal Government will be primary source of future debt funding.

A new 12-mile stretch of the system opened July 1st, linking Washington to suburban Virginia. About six miles of the new system, in downtown Washington, have been in operation for about a year. GAO said the full 100-mile system may not be completed, leading to less use and lower revenues, and that local governments are reluctant to commit themselves to future financing of the system.

Currently, design and construction are moving on schedule, while the railroad continues in operation hauling 50,000 tons of iron ore per day. Electrification has been completed at the Saldanha railroad yard, pole foundations installed for 400 km, poles erected for 300 km, and the catenary strung beyond the 100-km mark. For its owner and operator, ISCOR, the railway will provide a highly-efficient low-cost operation free from the rising prices of imported diesel fuel.

WE ARE STILL awaiting the start of re-electrification along the former Lackawanna's electric lines from Hoboken to Montclair, Dover, and Gladstone, N.J. According to Jerome A. Rosenfield, 133 Dulles Dr., Dumont, N.J., these lines will soon be temporarily de-electrified while new catenary and 25,000-volt AC current are being installed, making them compatable with the Conrail former PRR division. The re-electrification should be completed by 1979, when the new cars already delivered at Harrison, N.J. will go into service. These are types now used on Conrail.

New Electric Publications

UPTOWN, DOWNTOWN, **by Stan Fischler, 271 pages, 6x9″, hardcover, $12.95 from Hawthorn Books, Inc., New York City. (Available from Railroad Magazine Book Service.)**

The author is a professional writer specializing in New York City's subways. His account of their history includes human-interest stories, floods, wrecks, rolling stock, politics, and even a guide to the more interesting rides over the 710-mile MTA subway system. The writing style is so good that even one with no interest in subways could enjoy this fascinating book.

One chapter tells about New York's first underground railway attempt. Back in 1872, inventor Alfred Ely Beach developed an underground means of building a pneumatic tube through which a car could be propelled by air pressure from a giant fan. After he had built 316 feet of it with one 12-passenger car under downtown Broadway, the project became involved in politics and came to an early end. After reading this chapter, we dug into our files for a news clipping which refers to what may have been a similar type of subway, only in London, eight years before Beach's effort. It says:

"A team of subway train enthusiasts plans to dig up a suburban London garden in a search for a train that's been lost for 110 years. Members of the London Underground Railway Society hope to find what could be Britain's earliest subway passenger train in a long-forgotten tunnel.

The train, designed by engineer T.W. Rammell, was blown along by compressed air in an early attempt to find an alternative to steam. It ran as an experiment between 1864 and 1865.

Society Secretary Samuel Jones said the tunnel has been located with the help of an old map. When the Society digs down to it from the garden of an abandoned house in south London, he said: "With luck, we will find the train inside the tunnel."

SUBSCRIBERS to *Short Circuit Bulletin,* monthly publication of the Texas Division of Electric Railroaders Assn., received a surprise with their June issue: a 30-page booklet, *Yucatan Mule Cars,* by Robert Peschkes. This 8½x11″ brochure tells of more than 1,000 miles of narrow-gage mule cars operating in the Yucatan Peninsula of Mexico since before the 19th century, and many of which are still going.

Their operation, even today, is due to the lack of roads in the areas. As roads are built the little 4- or 8-wheeled cars fade away. Most of them are plain flat vehicles, but some have benches for the riders. Many carry passengers and produce to and from the nearest railroad station.

There are many maps of the lines and area, mainly in the vicinity of Merida. The author got his data from libraries in Switzerland, of all places! It seems that Mexican libraries lack information on the subject because a revolution destroyed much material and all that survived were books that had been sent to foreign libraries. We do not know if the Yucatan booklet is sold separately. Contact Rod Varney, Texas ERA, Milam Bodg., San Antonio, Texas 78205.

SEND transit new to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719. ●

Santa Fe
Santa Fe
1207
1203
SANTA FE

TRACKSIDE
in the Diesel Age

With Jim Edmonston

THE NEWLY-FORMED Virginia & Maryland, which began business last April 1st between Pocomoke City, Md. and Little Creek (Norfolk), Va., has published its first locomotive roster. It is all-Alco and very interesting. Thanks to Kent Griffith, 707 Baltimore Ave., Ocean City, Md. 21842. The V&M's locos are:

No. 20, Alco, RS-1, 1000 hp, road-switcher, built 10/51, ex-Rutland, ex-South Carolina PRC No. 4.

No. 200, Alco, C-420, 2000 hp, road-switcher, built 12/63, ex-Long Island. No. 213, ditto.

No. 350, Alco, RS-1, 1000 hp, road-switcher, built 12/54, ex-Soo Line.

No. 810, Alco, S-4, 1000 hp, switcher, built 12/53, ex-Milwaukee Road.

Both C-420's, which still carry steam boilers and could be used in passenger service, are assigned to road duties over the 65-mile railroad. No. 350 is assigned to Cape Charles Yard on the north shore of Chesapeake Bay, while No. 20, the other Rs-1, switches Little Creek Yard on the south shore. In mid-June this loco was laid up with a burned-out traction motor, and Norfolk & Western T-6 No. 16 was taking over her duties. V&M is still an all-Alco property! Another problem is No. 810, which reportedly has a cracked block and is not carried as an operating locomotive. Perhaps V&M can switch one of those AAR trucks out and use it under the 20. Stranger things have happened.

This road also operates a 26-mile carfloat operation across the mouth of Chesapeake Bay, using ex-PRR tugs *Chicago* and *Philadelphia* and the 300-foot, 4-track carfloat *Col. Edward Richardson*. Marine operations are done by Keystone Chesapeake Co.

Thumbnail history of the V&M route: New York, Philadelphia & Norfolk ("NIP & N") 1884-1920, leased to Pennsylvania RR. 1920-'22, Pennsylvania RR. 1922-1968, Penn Central 1968-'76, Conrail 1976-'77, V&M April 1, 1977.

V&M headquarters are at Cape Charles, Va. In the weedy yards is an old steam tender, possibly off a K-4 or G5s, numbered 599082 (Pennsy M of W series), which serves a 1946 steam crane. Rails pulled up off the Kiptopeke branch are piled there, and some of it is ancient, rolled at Cambria Steel in November 1889, probably some original NIP & N stuff. V&M employs 40 people, with new work rules, two-man crews, yearly salary basis and a health-life insurance plan, radical departures from the normal railroad work rules. V&M is able to handle 15,000 cars per year. First year's budget is $3 million. Costs have already been cut $2 million under Conrail operation.

Other Eastern Shore lines that V&M is gazing at are Seaford, Del., to Cambridge, Md. the Centreville branch, and Indian River, Del., to Snow Hill, Md. Good luck! Will V&M need more Alcos? We reported a Milw RSC-2 for sale a couple of months ago, and B&O has been selling S-2 and S-4 switchers, and of course more LIRR C-420's are looking for work.

The first V&M mishap was the derailment in late April of seven cars of corn at Eastville, Va. Due to the absence of heavy wrecking equipment on the Shore, five of these cars were still on their ides on June 8th. On June 20th, however, Accomack and Northampton counties in Virginia approved $150,000 for trackwork. Direct your inquiries to V&M Railroad, P.O. Box 71, Cape Charles, Va.

Other Estern Shore news has the Ocean City Western selling its Baldwin 2-6-0 (ex-Mobile & Gulf) to the Indiana Railway Museum; but the museum is in search of a home, as Conrail sold its 5-mile line out from under it to the scrappers.

Newest logo on a T-6 at Elizabethport, N.J., on July 4, 1977 is that of Conrail, which kept same numbers on Penn Central's 6 engines.

Alfred Faella, 939 Adams Ave., Elizabeth, N.J. 07201

THE LAST Railway Post Office run, the Washington-New York RPO, ended June 30, has been the only RPO run since 1972, when the Post Office went to trucks. RPO once had 30,000 men, 4000 RPO cars, and 1500 routes. Of the 67 men left jobless June 305h, ten retired and the others went, or will go, into stationary post offices near their homes.

CHESSIE SYSTEM'S most famous section, the mainline east of Cumberland along the Potomac River, experienced numerous derailments this year. January had three, March three, April five, May four, and June four in the first two weeks, both within a 24-hour period. The ICC is pointing the finger at deferred maintenance, which Chessie denies; but there are plans to install 51,000 ties, 19 miles of welded rail, and 122,000 tons of ballast this year between Washington, D.C., and Cumberland. In many cases, the derailments occurred after the train had been "big-holed," or put into full emergency stop. An article in the *Washington Star* quoted Chessie's VP-Publicity Howard Skidmore as saying the section in question is being given "major attention" right now.

Alco PA 71 (foreground) shares garden track at Santa Fe's Bakersfield, Calif., roundhouse with aging Alco switchers 2303 and 2304. Those upstart young GP-30's should show more respect for the three elderly Alcos. It is Jan. 5, 1969, and will be out of work, deadlined at Barstow.

Photograph by Robert L. Hogan

The article was titled "Things Really Jumping on the Chessie System."

AS I WRITE THIS, rail management and the operating unions are preparing for a major round of talks which might bring forth sweeping changes in crew size and work rules. Management wants to cut crew size on freights to three, lopping off the rear brakeman but leaving an engineer and brakeman in the cab and a conductor in the caboose. More flexibility between road and yard crews and a per-hour instead of mileage pay basis for road crews also are objectives. These will be bitter pills for the unions to swallow. I look for stormy sessions, possibly a strike.

RUSSIAN HIGH-SPEED rail service will be ushered in by the ER 200, a 14-car aluminum alloy train which has been testing since 1974. The train is the Soviet version of the *Aerotrain, Train X, Turbo, Bullet, Tee,* etc., that other countries have produced to provide high-speed service at minimum cost. The USSR version is going to operate at 111-118 mph, with a top speed capability of 127 mph, and will cover the 434 miles between Moscow and Leningrad in 3½ to 4 hours. The air speed is one hour, but attendant waiting time and travel between airport and city take up to 7 hours.

The train seats 800 people. It has an autopilot which will automatically slow the train for stations and could operate the whole thing by remote control, but this is not planned. The train has three separate braking systems, an electric system which will slow it to 22 mph, a pneumatic air system for complete stops, and a magnetic rail brake (such as some US interurbans and trolleys had) for holding on grades and emergencies. The train is silver, with a sky-blue and orange stripe down the sides. The sides are fluted as were the CB&Q *Zephyrs.* The power unit also seats 24 persons and is a streamlined throwback to the old GM *Aerotrain,* but with a duck-billed nose, low centered headlight, and a steel pilot that must have come off a New York Central J-la Hudson. One UPI photo shows a 4-wheel power truck under the cab, but makes no mention of horsepower, although the train is an electric, not diesel. Thanks to David Jodoin, 17 Spring St., Webster, Mass. 01470, for this info.

ACCORDING to Richard F. McCleerey, 53 Greenwood St., Canisteo, N.Y. 14823, the Erie Lackawanna diesel shops in Hornell, N.Y., have been sold to the Hornell Industrial Development Corp., which has leased them to VIC Industries Co. The latter is looking for light locomotive and car repair work. If this outfit gets going, there should be a few interesting industrial units in the Hornell area.

SOO LINE will take delivery of seven new GP-38-2's this year (although the company newsletter *Sooliner* misprinted the model as "GP-32-2"), plus 200 new 100-ton covered hoppers for potash service, 100 50-foot 100-ton boxcars, and 100 52'6" gondolas with 60-inch high sides. The Soo also joins the computerized Locomotive Simulator Club, which is being used to show enginemen the actual forces built up by slack action.

CAPTION PROBLEMS surfaced in both the July and August issues of *Railroad.* In July, the centerfold is striking, but the locomotive (CP 5009) is not an SD-40-2 but a GP-35. In August, the Collinwood Shop photo shows Conrail 9371, an ex-New Haven SW-1200, (EMD), riding the shop crane. The caption (supplied by the Brotherhood of Locomotive Engineers, which should know better) calls her a "General Electric 4-axle switching loco."

BOB CALHOUN, 119 Shadeland Ave., Lansdowne, Pa. 19050, is a Conrail watcher newly heard from. He wants to get a current Conrail roster. He spotted E-8A 4022 (ex-El 833) in Conrail blue on the Schuylkill River bridge, and Delaware & Hudson run-through freight using Baltimore & Ohio rails. Bob is confused on D&H's power—they did not buy locos from Conrail itself, but from roads (EL, Reading, Lehigh Valley) which became part of CR. Bob saw CR E-33 4605 in blue, and has seen PRR-

A four-engine lashup of Central Vermont and Grand Trunk equipment on a warm summer afternoon in the yards at Palmer, Mass., waits while yard goat breaks up train just in from Montreal.

Photograph by Robert Redden

A rare sight on Santa Fe's north-south mainline is an engine not wearing familiar blue and gold. This past July 15th was an exception, with the afternoon southbound being powered not only by ATSF but Canadian National 5145 as well. Local Santa Fe spokesman will tell you that there will be other strange colors and logos along the line, since the road has leased several engines from both CN and CGW to replace SF power in their shops.

Fred Huston, Box 60727, Oklahoma City, Okla. 73106

Reading Seashore Lines GP-38's running with CR units. Bob, those "GP-10's" you are seeing do not appear on a roster as yet. The 7500's are the results of rebuilding old GP-7's and GP-9's from both old Pennsy and New York Central heritage.

PERSONAL NOTE to Frank Reilly and Jerry Rosenfeld in New Jersey: Please don't start shooting over news reports! I respect both of your opinions and will continue to publish your reports as best I can. Nobody should be called a "liar" or "crazy" or "absurd" based on what he believes the NJDOT will do. Keep watching that electrification in Northern Jersey and let me know, but cool it, you guys!

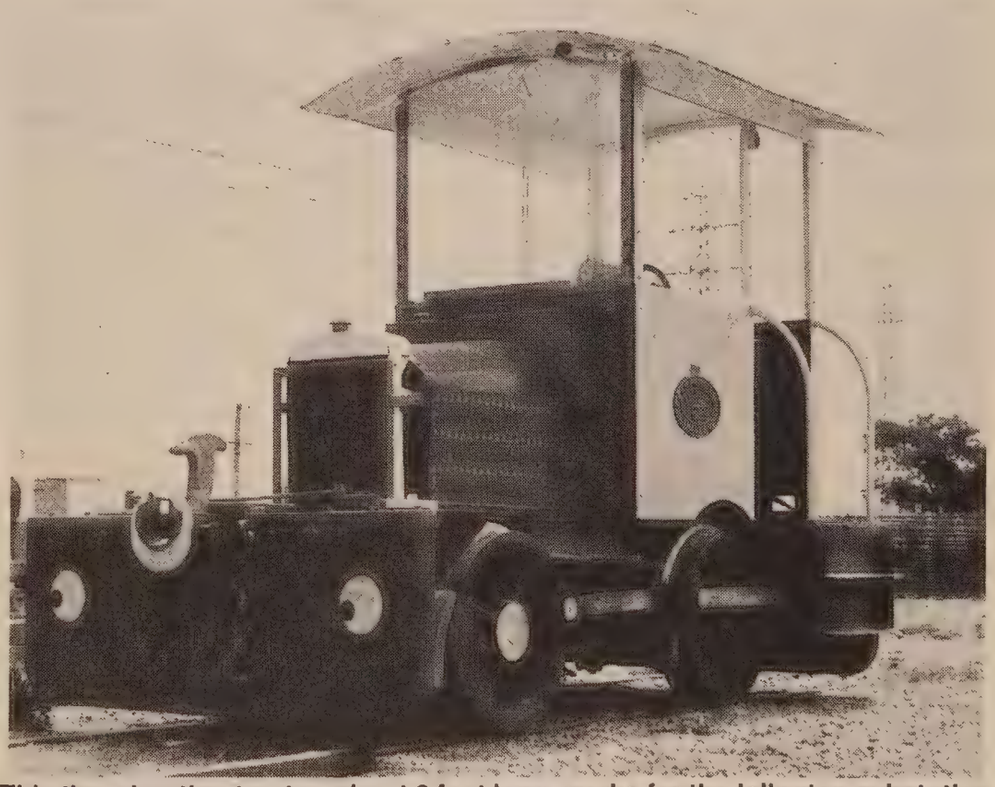
NORTON D. CLARK, 21 Endicott St., Newton Highlands, Mass., sent me a shot of Fore River RR. 17, an ex-Southern Pacific Alco S-6, which migrated from sunny California to snowy New England and looks fine in action. Boston & Maine EMD NW-2 #1206 was refurbished, given a new coat of B&M blue, and put to work switching the MBTA equipment in South Station, Boston.

CARL TIMKO, Box 97-703, Main St., Conneautville, Pa., brings up the question of the reporting marks CPAA once again. This is a Canadian Pacific car used in International Service (primarily used in the United States) as opposed to a CP Rail car which must be returned to Canadian points. Most of the cars marked CPAA are in a special type service, such as auto racks and parts boxes. Carl saw a covered hopper. Canadian National also has these cars, lettered CNIS.

Those Canadian National GP-38-2(W) wide-cabs are around on Conrail. I spotted 5571 in Sharonville on July 13th. Jerry Rosenfeld saw regular GP-38-2 5515 through Dumont, N.J., on 7/7. He also discovered a newly-painted MTA RDC-1, No. M-11. Instead of the old zebra-striped ends of NYC/PC cars, the M-11 ends are all MTA blue, with MTA logo under the engineer's window.

THE MAD RIVER & NKP Railroad Society, P.O. Box 304, Bellevue, Ohio 44811, has a new addition: a 1943 H.K. Porter 0-6-0T fireless cooker, No. 7. She is ex-Cleveland Electric Illuminating Co. No. 7, assigned to the plant at Avon Lake, Ohio. She has been out of service and stored outside for 8 years. The Norfolk & Western roundhouse personnel at Bellevue fixed her up for static display on their own time. She arrived in Bellevue on June 18th. The Society painted a Bicentennial loco for the France Stone Co. of Bellevue; she's a 1942 GE 45-ton siderodder built for the old Army Air Corps. Her original 300-hp has been upped to 440 with the addition of two 220 hp Cummins engines. She's been used by the Society the past two years to haul its Cherry Festival Train from the N&W yards to downtown Bellevue and the Museum site.

NORFOLK & WESTERN is buying new locos again, the first in three years. The news release says "3000 hp, six-axle locomotives" (why can't we ever know if they are from EMD or GE, and what model?) and N&W will get 50. I assume these will be EMD SD-



This tiny shunting tractor, about 9 feet long, works for the Islington substation of New Zealand Electricity Dept. in Christchurch. A&G Price of Thames, N.Z., built it in '44. A drive-shaft runs to the rear axle from the 6-cylinder Chevrolet engine, and side-rods connect the rear and front wheels. The driver stands while he works, and shifts gears with a floor gear shift lever. The gas tank is oblong object just below front (and only) window. And dig those crazy eyes!

W.T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

Seven Southern Pacific SD-9's are upgraded to SD-9E's at the Espee's own Sacramento Shops. This is the most ambitious program of locomotive upgrading since the steam days. The Espee is converting both SD and GP units in a program which modernizes all phases of their electronic gear and reworks the running components. The engines, however, are not increased in power. The Sacramento Shops are original Central Pacific structures, however. They smell no longer of locomotive oil and hot grease . . . rather of electronic gear, very much like a 747 hanger, but not an engine shop. One wonders when after the midnight hour has chimed the hoarse whistle of a CP engine is heard.

Photograph by Robert L. Hogan

40-2's. N&W also ordered 429 boxcars for auto parts and 200 screened Bi-Level auto racks.

THE WEEKEND of July 16-17 was a special time along the Southern mainline between Cincinnati and Danville, Ky. An 18-car passenger special, *The Bluegrass Limited,* roared up and down this stretch of track, laying down a cloud of oil smoke and bringing back memories with a banshee whistle. Heading the 18 carloads of joyous fans (900 of them per day) was a genuine Lima super-power locomotive, Texas & Pacific 2-10-4 No. 610.

The big girl raised a few eyebrows along the Southern. She roared righ. up Erlanger Hill, the 1.8 percent 7-mile ruling grade right out of Cincinnati, without a helper. No trouble, and she was picking up speed, even. The special makes no real speed, which is great for train-riding and sightseeing. But the sound of that engine with her 63″ drivers is deceiving. She sounds like 95, and she's going 45. She's a treat, and Southern has leased her for an indefinite time. Don't pass up a chance to ride behind this lady.

Southern never fails to be busy when we run a trip. We left Cincinnati on the heels of the Pig southbound, led by four GP-30's. No. 151, the Sparkplug, was chasing us south. We met the northbound Pig and two other trains, and passed the ballast train in the hole before Danville. While a trio (GP-30, S&A GP-35, GP-30), of diesels pulled us back off the wye and into Danville Station, the MoPac run-through (with MP caboose on passenger trucks) and the BN run-through went out on the Louisville line.

While we watered in Danville, two trains came in southbound and one went north. When we left at 4:30 p.m. three northbounds were stacked up in the yard behind us. This was Saturday. The same action prevailed on Sunday, except that the Danville yard crew had

U.S. Sugar Corp. GP7 901, ex-SCL 901, original SAL, chop-nosed by SCL at Waycross, Ga., shops, as seen in March '76 at Clewiston, Fla.

R.A. Selle, 1013 Woodsmere Pkwy., Rockledge, Fla. 32955

Four-unit lashup of Boston & Maine's EMD GP9's outside Rigby engine house at South Portland, Me., ready to take run to Ayer, Mass.

Photograph by Robert Redden

two SW-1500's. Southern has some new MP-15's in service, and on our return to Ludlow engine facility we saw two old Cincinnati veterans, both early NW-2's, with stacks capped.

ACCORDING to Jim Chekouras, Ashatabula, Ohio, the new Pittsburgh & Lake Erie wye there is completed, and the first train over was a northbound led by U-boats 2804-2807 and a Norfolk & Western caboose.

CP RAIL No. 1 was derailed 70 miles west of Thunder Bay, with units 1408 and 1400 and five cars involved. No. 1408 burned all night long. Baldwin switcher 7074 was caught in a sideswipe in Vancouver yard and will be scrapped in Ogden. RS-3 8432 is getting the chopped-hood job, making it the sixth to be done. All M-630's in the 4500 series will be moved to St. Luc in

Two English electric-built Dg class road diesels and a Vulcan railcar undergo repairs in New Zealand Ry.'s Linwood Shops at Christchurch.

Photograph by W.T. Morgan

November, when the new SD-40-2's arrive. Master equipment will be removed and placed in the new GMD locos.

Those Montreal A and B units stored in the dead line at St. Luc will lose their good blocks to keep RS-3's and RS-10's running. Dominion Atlantic has instituted excursion fares similar to the Esquimalt & Nainaimo to boost ridership. Canadian Vickers received a contract from the Delaware Port Authority for 48 cars at $680,000 each. British Columbia Ry., trying to sell off the Dease Lake extension, might have a buyer in North Central Plywood, which wants to buy the line and run it on their own. Minnesota, Dakota & Western GE 80-tonner No. 14 is in Winnipeg for repairs.

Canadian National had troubles, too. Train 4 derailed near Sudbury after hitting a truck. Nos. 6761 and 6635 were derailed and laid over on their sides. Those CN units on lease to L&N are returning, and going right back out again to the Santa Fe! ATSF will get CN 4002-4015, 5030-1, 5033, 5036-7, 5039-41, 5043-45, to be leased until ATSF's massive new power order comes in. Conrail has leased 5510-15, 5517-18, 5566, 5569-72, 5574-81, and 5583-90, in addition to the twelve M-636's mentioned previously.

DONCASTER WORKS in England has turned out the first of 60 new Class 56 3250-hp freight diesels. British Rail 56031 is a hefty-looking, double-ended brute, but the crowd of people in front of her conceals the wheel arrangement in the June *Rail News* photo I have. The 56 Class is designed for heavy freight, with a speed range from 80 mph to a slow crawl, used in loading and unloading in motion.

THE LAST switcher Alco offered was the Model T-6. Since 1924, when Alco and General Electric and Ingersoll-Rand produced boxcab switchers, the grand old name meant reliability and stamina in a switch engine. The T-6 was more of a last gasp than a radical new loco. However, the model outlines are easily identified from anything else. For years, Alco switchers were all

CP Rail gets back into operation last winter after snowslides, derailments, and extremely bad weather closed the line through the rugged mountains of British Columbis. Train is East of Yale.

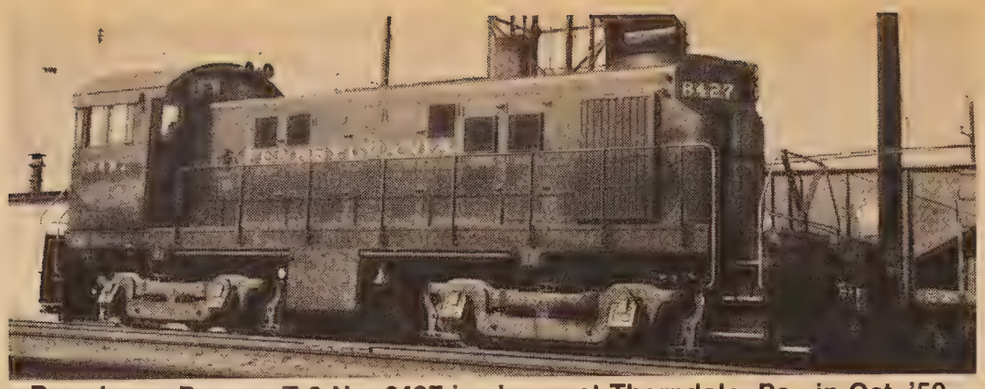
H.A. Kinsey, 814 William St., New Westminster, B.C.

cut from the same mold, with long, low hoods, high rounded endcabs and rounded noses, with prominent radiator shutters on the front sides of the long hood. The change from the old M&S 539 engine to the Alco 251-series plant resulted in strange-looking switchers (Models S-5 and S-6) with forward stacks, flat faces and front-mounted radiators.

On the T-6, Alco seems to have dipped back into its stock of older cabs and hoods, although the 251-B power plant shoved the rectangular "trash can" stack far forward. The radiator area returned to the side of the hood, but the rounded front gave way to—good grief!—the notched-nose face of the DL-series hood units! The T-6 rides on AAR Type B switcher trucks, as had all new Alco switchers from S-4 on. The unit really looks like a rebuild, with the nose of a DL-600 or RS-11 grafted ont it.

The "T" stands for Transfer unit, a nomenclature not used since EMC built that Illinois Central monster center-cab in 1936. The unit is rated at 1000 hp, powered by a 6-cylinder 251-B, and is listed as Spec DL-440. Fifty-seven T-6's were built between 3/58 and 1/69, with long gaps in production. Norfolk & Western, whose 1953-built 0-8-0's were just coming up for their five-year inspections, bought 40 T-6's in 1959, taking honors as the biggest buyer.

T-6 roster: Altos Hornos (of Mexico) 126, 127; American Cyanimid (Brewster, Fla.) 16, 17; Chesapeake Western 10, 11 (ex-N&W 40, 41); Kaiser Steel (Fontana, Calif.) 1022, 1023; Monongahela Connecting (Pittsburgh, Pa.) 400 (unit in new style Hi-Ad trucks); Newburgh & South Shore (Cleveland)



Brand new Pennsy T-6 No. 8427 is shown at Thorndale, Pa., in Oct. '59.
Photograph by Harold Buckley, Jr.

1016, 1017; N&W 10-49 (with 40, 41 to CWRR as above); PRR 8424-8429; and Portland (Ore.) Terminal 46, 47. The first T-6 was PRR 8424, the lat was N&SS 1017. Totals are 55 in the U.S. and two in Mexico.

The T-6 was unusual also in that it features transition-type controls, normally found on road units only. Alco, however, wanted the "transfer drag" market. Are any T-6's actually used on transfers? The locos I have seen (PRR and N&W) have been working singly as straight switchers. The roster contains only two carriers with any transfer work at all, N&W and PRR. Other uses are as straight switchers in steel mills, industrial yards, and shortline situations. So, I'll assume that the loco as a transfer engine did not materialize.

The introduction of Alco's C-415 "utility locomotive" during the period of T-6's production rather sealed that argument. C-415 did not do well, either. When Montreal Locomotive Works took over Alco's designs in 1969,i it presumably would have built both T-6 and C-415, had there been orders. However, in 1972, MLW fielded the weird-looking M-420TR, a 2000-hp unit designed for road, switching, and transfer work, thereby consigning both T-6 and C-415 to history.

Norfolk & Western's T-6's (and those two on CW RR) are unique in having built-out carbody filters, really a boxy louver set, on the hood sides. N&W uses this option on all its Alco products. The Mon-Con 400 is fitted with a test set of High-Adhesion trucks, the only such unit produced. Pennsy's T-6's went to Penn Central 9844-9849, then to Conrail, same numbers.

I can't help wonder if Alco would have sold more switchers had they stuck to the wonderfully flexible Blunt truck instead of the AAR's.

INSTEAD OF tearing up branch lines, a railroad is rebuilding one: the N&W is laying welded rail on its Wayne County branch into East Lynn, W. Va., where Monterey Coal Co. is building a new deep mine. Some 800 miners will go to work in 1978 and hopefully produce 2.2 million tons of coal. N&W is putting $5.5 million into the line.

CONTINUE SENDING diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. ●

What is so rare as a handsome old 1920 Baldwin motor? This Oshawa Ontario locomotive at Seashore Trolley Museum, Kennebunkport, Maine, is a beautiful example of this elderly electric unit.
Photograph by Robert Redden

PASSENGER TRAIN SURVEY

Amtrak's Turbo being refueled by two tank trucks at trackside in Rensselaer, near Albany, N.Y.
Photography by Robert B. Redden

AMTRAK'S largest-ever order of new equipment—492 Amfleet cars—was completed ahead of schedule. The last car, Amcoach No. 21270, rolled off the Budd Company production line in Philadelphia on June 9th, three weeks earlier than was called for, and is now being used in the Northeast Corridor.

Since Amfleet cars began operation in July 1975, they have already traveled over 55 million miles. They cost $206.3 million, including some Amtrak-supplied interior fittings.

Between Los Angeles and San Diego, the new cars, combined with increased frequency and promotion, have resulted in a 79 percent higher ridership for four months of this year, compared to the same period in 1976.

Last winter, the Amfleet cars proved their ability to operate in adverse conditions, when the worst weather in a century hit the Midwest and Eastern United States. While older, steam-heated cars suffered one freeze-up problem after another, the newer Amfleet cars had relatively few difficulties. They were so reliable, in fact, that they were pressed into service on longer-distance routes, where they remain today.

Of the 492 Budd cars that Amtrak has received, 361 are Amcoaches, 54 are Amcafes, 40 are Amclubs, and 37 are Amdinettes. Amcoaches have either 84-seat capacity for shorter distances or 60 seats for the longer runs.

The Amcafe, Amclub, and Amdinette have food and beverage service counters. Amcafe has conventional coach seats in both ends, while the Amclub provides first-class travel in a 2-1 seating in one end of the car. A few Amclubs have been built with the 2-1 seating in both ends. The Amdinette, on the other hand, has a dining area with eight tables seating up to 32 persons in one end of the car, regular coach seats in the other.

Either electric or diesel-electric locos can pull Amfleet cars up to 120 miles per hour. Amtrak uses other modern equipment such as six French-built Turboliners on routes out of Chicago and seven similar trains built in California by Rohr for use in New York State and Between New York City and Montreal.

MINIMUM fare requirement for family-plan savings have been ended. Good for travel starting any day of the week but Friday and Sunday, the Amtrak plan offers 25 percent savings for spouse and children when the head of family pays full fare. Family plan formerly did not apply if the adult, coach, one-way fare was less than $20. (Family plan covers all Amtrak trains except Metroliners and is good at any time on the New Orleans-Los Angeles service.)

EACH TIME an American embarks on an auto trip, his chances of being killed en route are about 25,000 times greater—according to Amtrak—than they would be boarding one of its trains.

AMTRAK'S board of directors has authorized extensive track improvements in Michigan. Phase II, between Kalamazoo, Mich., and Michigan City, Ind., is designed to raise track speed from 60 to 79 mph at a cost of $3.9 million. Amtrak and the State of Michigan are already spending more than $5 million on the first phase of the project; and when both phases are complete, all trains on the Chicago-Detroit and Chicago-Port Huron routes will save about 20 minutes each trip.

Phase II includes installing 58,000 crossties, resurfacing 41.5 miles of

Photograph by F.J. Peterson

track, renewal of several grade crossings and insulated joints, and application of rail anchors, and bolt renewal where necessary. Amtrak acquired the track between Kalamazoo and Michigan City last year.

The board also approved $399,500 additional for upgrading Detroit station, the 18th busiest depot in Amtrak's nationwide system. Earlier, it had voted $390,600 for the first phase. The State of Michigan will pay an extra $200,000 on the second phase project. Phase II work includes rehabilitating three baggage elevators, repairing the trainshed roof over four platforms, improving access and passageways for use by the handicapped, repaving the parking lot, and steam-cleaning the exterior wall and painting the station's front trim.

The board also appropriated $20 million to pay labor and material escalation costs for about 175 of its 284 Superliner cars now on order. A Pullman Standard contract requires Amtrak to pay the escalation, using as a base the 1974 employment cost index of the American Iron & Steel Institute and the November 1974 metal and metal products index code 10 as published by the Bureau of Labor Statstistics.

IF AMTRAK'S telephones are all busy—and many of them sometimes are—how do you make reservations or get information about services? Director of Sales Jack E. Gordon advises you first to avoid calling at the very busiest hours—from 9 a.m. to 1 p.m. and from 5 p.m. through 9 p.m. The best times to call are very early in the morning, in mid-afternoon, or quite late at night. Reservationists are on duty 24 hours daily. Or you can phone an accredited travel agent.

I WAS SORRY to learn about the demise of French Turbotrains. I made the original delivery run of that train in 1973 from Newark to Chicago, along with a lot of other train buffs. It is a beautiful train and I'm sad to see it go for lack of decent tracks.

I've ridden the *Trans-Siberian,* the *Bullet* in Japan, and a score of other trains around the world. Except for a spur line into the Andes of Columbia, we have about the worst tracks in the world. To imagine that high performance passenger trains can share the same tracks as 130-car heavy freights sums up the intelligence of those who run the trains in this country.

The Tokiado Line between Tokyo, Osaka, and Hiroshima has its own private fenced-in track—no freights or locals. That train took more than 80 percent of the air travel from that run. Until we separate freight from passengers, we are fooling ourselves and cheating the tax paying traveler.—Paul Hogan, Phoenixville, Pa.

Down by the Depot

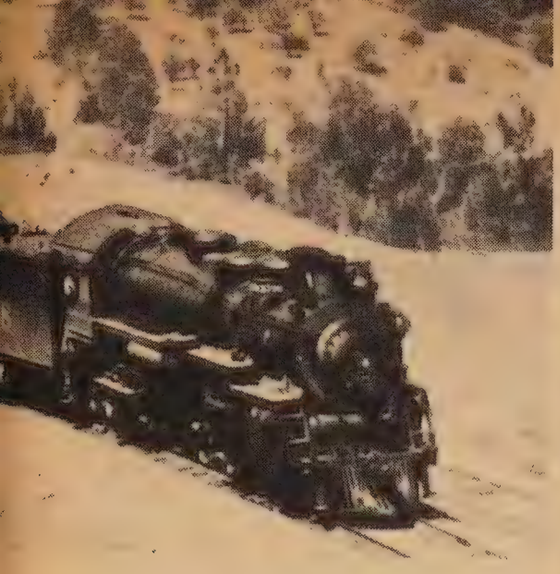
***REUSING RAILROAD STATIONS,* 11x8½", 78 pages, 160 photos, $4. Available from Educational Facilities Laboratories, 477 Madison Ave., New York, N.Y. 10022. EFL is a non-profit organization established in 1958 by The Ford Foundation to encourage and guide constructive changes in education and related facilities.)**

WAYS OF ADAPTING old and unused railroad stations to contemporary needs while preserving them as a significant part of America's architectural heritage are explored in a report from Educational Facilities Laboratires, New York City. The report, *Reusing Railroad Stations,* was prepared by Hardy Holzman Pfeiffer, New York City architect, under a grant from the National Endowment for the Arts, Washington, D.C.

The 78-page study, liberally illustrated with photos of stations in many parts of the country, is a call-to-action of individuals, communities, private industry, foundations and government at all levels, because the disappearance of railroad stations is so imminent. Of over 40,000 depots built in this country, 20,000 have been demolished. With the decline of passenger trains, stations have become easy victims of the wrecker's ball as well as of neglect.

Photography by Robert B. Redden

Still in daily service are two 1954 Budd-built cars on the Boston & Maine at venerable North Station on a warm early summer night in June, 1977.



Santa Fe 3708 had no trouble hauling the six-car *Scout* over Tehachapi Loop, Calif., years ago.

Metropolitan Transportation Authority

Long Island Rail Road special trains last June 11th took many thousands of sports fans to Belmont Park in Elmont, N.Y., where they saw Seattle Slew win $100,000 added Belmont Stakes and become tenth thoroughbred in racing history to win Triple Crown. Photo shows track's station.

"Most of the stations still standing," according to the report, "are owned by railroad companies which have little need for them. They are given only token maintenance. As each day passes, cracks increase between stones, and a little more plasterwork decomposes. It is essential to act quickly if railroad stations are not to pass into memory."

Because of each station's community identity and architectural style, they can and should best be saved by the private sector. But help will be needed from every level of government to stem the rapid pace with which stations are being razed or allowed to fall apart. To this end, the possible Federal programs include interim maintenance funds, zoning incentives, and earmarking tax monies for maintenance.

Easiest to save are the small depots in rural and suburban areas. Because of their size and frame construction, they can be converted or moved easily for relatively little money. Single owners have done this.

The vast terminals of major U.S. cities are the hardest to save, although they represent the best architecture. More costly to buy and rehabilitate, they are usually owned by terminal companies representing many different lines. Negotiations for buying them can be difficult. Large railroad stations probably will not survive without some form of Federal assistance.

NEW YORK CITY has won a resounding victory in the fight to save Grand Central Terminal—a unanimous decision of the state Court of Appeals to uphold the building's landmark status. This was round three of a ten-year legal battle pitting the city against Penn Central and a developer who wanted the Terminal's air rights for a piggyback office tower.

Denied a certificate of appropriateness by the Landmarks Preservation Commission, Penn Central and the developer went to court. The State Supreme Court found for the railroad, calling the designation a deprivation of property without due process of law.

Now the state's highest court has not only upheld the city's case, but the landmark law's constitutionality as well. Penn Central can still appeal to the U.S. Supreme Court, but its case grows weaker as the decisions grow stronger, and as time and practice establish the soundness and necessity of landmark legislation as an appropriate police power in the public interest.

In this important case, it was found not only that Penn Central failed to prove economic hardship, but that a reasonable return for the owner of a designated building means a fair return, not the greatest possible return a property can yield.

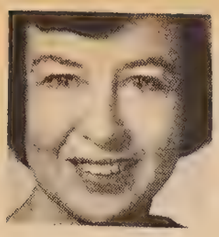
The Court of Appeals went yet a significant step farther by defining how a fair return is to be calculated. It said that his figure may not be based on the property's total value, as has been customary; when value has been created in part by private investment and in part by government or public investment, a reasonable return should be figured only on the privately contributed portion. The decision went to the heart of the matter for the first time—defining the rights and responsibilities of the owner and of society.—Editorial in *The New York Times*.

THE FORMER Louisville & Nashville depot at Hartselle, Ala., is fast becoming a tourist's attraction. No longer used by the railroad, it has been fully renovated as a project of the Hartselle Area Bicentennial Commission.

"The Station," as it is now known, is located on L&N's main line 72 rail miles north of Birmingham. It was saved for restoration because Hartselle's history is closely related to the railroad.

In the early 1800s, George Hartselle, pioneer for whom the city was named, settled near the site of the old South & North Alabama Railroad depot, which later became a part of the L&N system. The depot stood on an incline grade, because of which it was difficult to stop and start the trains. As a result L&N rebuilt the depot about a mile away on level ground.

Around the turn of the century L&N built a wooden depot at Harselle, but this burned down and was replaced with the existing building in 1914. L&N discontinued passenger service there in 1967, then freight service. In 1975 it donated the building to the city of Hartselle and sold the city some adjoining land. Renovation of "The Station" was completed last October. ●



INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1. Any immediate problems for coal-carrying railroads? How about the proposed slurry pipelines?

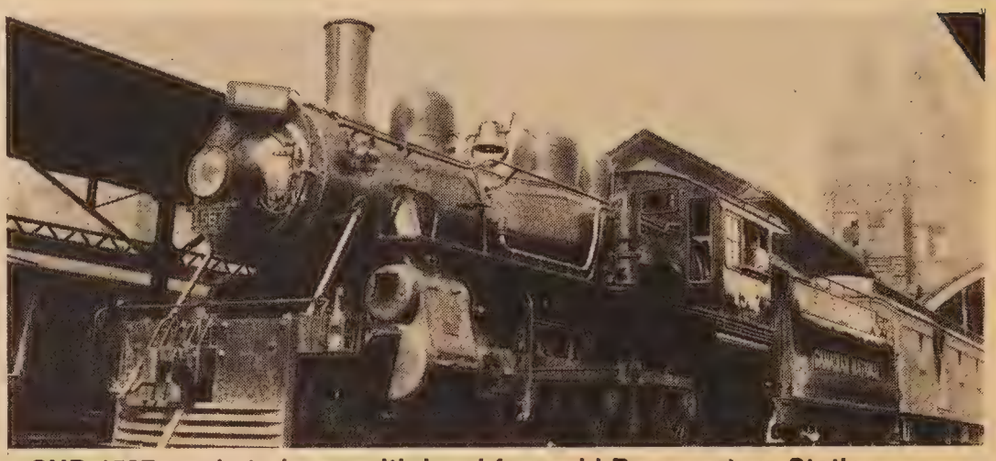
The near future revolves around whether or not there will be a nationwide coal miner's strike when union contracts expire in December. A strike would adversely effect not only coal-carrying roads but all phases of the industry as well. It would bring layups and layoffs. The Carter-favored coal pipeline project would be a serious economic blow to all Western roads hauling coal. The President supports the building of 1,000-mile slurry pipelines, which would cost $1 billion each, to carry coal from Western coal fields to the South. This is a key element in his energy program now before Congress. The pipeline plans have drawn strong opposition from railroads and environmentalists. Whether they might be planned also for the East and Midwest has not yet been decided. With water as a main ingredient in the pipeline slurry process, the question is: if billions are spent on these pipelines, and the nation's drought continues, what then?

2. When was the first diesel-electric built in the U.S.?

In 1912, for Ingersoll-Rand Co., by General Electric. It was mounted on a flatcar and equipped with a 300-hp Ingersoll-Rand diesel engine. The 60-ton experimental unit, No. 8835, finally put in service at the IR yards at Phillipsburg, N.J., in the spring of 1924. Later it went on tour, visiting sundry railroads and industrial firms for trial as a replacement for steam engines. Beginning June 9, 1924, the unit was in switching service for two months in New York City on New York Central tracks on 10th and 11th Avenues, and between 33rd Street and St. John's Park. This was the first appearance of a diesel on any U.S. road, but no one bought it.

3. When did Canadian National passenger trains stop using Montreal's old Bonaventure Station?

Most of them did so in July, 1943, when the then new Central Station was opened. For the next five years CN used Bonaventure for Montreal-Vaudreuil suburban service. In August, 1948, a disastrous fire destroyed freight and train sheds and damaged the 101-year-old depot so much that all passenger service was transferred to Central Station. The Bonaventure depot was named after a Medieval theologian, St. Bonaventure.



CNR 1567 ready to leave with local from old Bonaventure Station.

Collection of Gorton T.H. Wilbur

4. Locate the Flemingsburg & Northwestern Railroad.

Chartered March 1, 1876, as the Covington, Flemingsburg & Pound Gap, it ran 17 miles between Flemingsburg Jct. and Hillsboro, Ky. Built as a narrow-gage line, it was reorganized six times before emerging as the Flemingsburg & Northwestern. Following a wreck in 1909, the section between Flemingsburg and Hillsboro was abandoned, and the remaining 5 or 6 miles was standard-gaged. After a period of profitable runs between Flemingsburg and Maysville, connecting with the Louisville & Nashville, the line gradually petered out. Passenger service ended in 1943; the last freight ran in Dec. 1953.

5. I'm a widow of a Milwaukee Road dispatcher. I understand children of deceased employees can get survivor benefits. How can a child qualify as a full-time student?

A student attending day or evening classes meets this requirement if the course lasts at least 13 weeks, and if the school considers him or her a full-time student according to its standards. In addition, if he or she attends a high or vocational school or any educational institution other than a junior college, college, or university, the student's rate of attendance must be at least 20 hours a week.

6. Any info on when the bridge opened on the Boston-to-New York Shoreline route?

The formal opening of this bridge, linking New London with Groton, Conn., on the shoreline route took place Oct. 10, 1889. Special trains from Boston and New York met in the center of the span. The first regularly scheduled train to cross the bridge was the 11:10 a.m. Providence-to-New London local, seven days later. Prior to this, carferries were used to transport through trains across the Thames from an area not far from where Amtrak's station in New London stands. When the present railroad drawbridge across the river was opened, the old swing structure became a highway toll bridge and also was used by the Groton & Stonington trolley cars until their abandonment in the late 1920s. With the advent of WW2 and a huge increase in motor vehicles, the dowager queen bridge of the New York, Providence & Boston days was torn down and replaced by the present Gold Star Memorial bridge.

7. Words, please, to "The Old Flagman," a poem by John G. Gartland.

Sunning himself like a sheep-dog,
Stretching his old wooden peg,
Keeping his watch o'er the crossing
That cost him his own good leg.
Warning the passers of danger,
Safeguarding soft, human clay,
There on his bench by the shanty
Sits the old flagman all day.

Warden of legend and story,
Woven by toil and by time

**Round his old true-love, the railroad,
Blended with blood and with grime,
Compassed by awe-stricken youngsters
Drinking in each episode,
There he sits puffing his corncob,
Telling them tales of the road.**

**Spring, Summer, Autumn, and Winter,
Gnarled, crippled, sunny of mind,
Spry as a cricket when danger
Rides on the wings of the wind.
Year in and out his is sitting,
Gazing on rail and on tie
There on his bench by the shanty,
Watching his wide world go by.**

8. How many narroow-gage engines did Baldwin build for the North Pacific Coast?

Four. No. 3, *Tomales,* in 1875, became North Shore 3 and then Northwestern Pacific 3, later 83. No. 4, *Olema,* in 1874, became North Shore 4, then NWP 4, later 81. No. 7, *Tamalpais,* in 1875, became North Shore 7, then NWP 7, later 80, No. 11, *Marin,* in 1876, became North Shore 11, then Northwestern Pacific 11, finally 82.

9. How large was Canadian Pacific's Atlantic and Pacific steamship fleet in the late 1920s?

It was quite extensive, and a pleasant way to cross the deep. The Atlantic fleet consisted of the gracious *Empress of Scotland,* the *Empress of Australia,* and the *Empress of France,* plus 25 other vessels. In the Pacific service were the *Empress of Canada,* the *Empress of Asia,* and the *Empress of Russia.*

10. Did GM-EMD diesels ever run on the Missouri-Illinois R.R.?

I know of one, No. 1028, built by General Motors-EMD in 1949, with 1000-hp, model NW2, B-B, 61,585 tractive force, and weighing 246,340 pounds.

11. Name the Pullman cars used on Southern's Crescent Limited in early 1930s.

Their names are rich in Dixie history. Club cars: *Joseph Wheeler, L.Q.C. Lamar, W.C.C. Claiborne,* and *William Moultrie.* Ten section drawing-room: *George Poindexter, Edward Cary Walthall, Robert Toombs, Zebulon B. Vance, Francis T. Nichols, Francis Marion,* and *Wade Hampton.* Ten section four private sections: *John T. Morgan, John M. Morehead, John Slidell,* and *Henry W. Grady.* Eight section one drawing-room two compartment: *Robert F. Hoke, P.G.T. Beauregard, George Wythe,* and *Stonewall Jackson.* Ten section three double bedrooms: *William Wyatt Bibb, William Rufus King, William L. Sharkey,* and *William Davidson,* and three compartment two drawing-room observation: *John Rutledge, Patrick Henry, John Marshall,* and *Robert E. Lee.*

12. Is the Katy coming out of the economic woods?

Yes. MKT revenues in 1976 showed great improvement over the previous year with car-loadings up 4% and sales revenues increased by 12%. Its improved operating efficiency is illustrated by the loan of $19 million to the road in 1975-'76 by the U.S. Railway Administration for capital and operating improvements. FRA has given preliminary approval to a new $12 million loan to be used for additional track rehabilitation. In addition, Amtrak has advanced about $2 million to improve certain trackage over which it runs passenger trains and for which it pays MKT an annual rental in excess of $100,000.

The Katy is optimistic for other reasons, too. The severe 1976-'77 winter may force a reduction of future big barge shipments in favor of rail transport. Improved track conditions in South Texas will mean continued upgrading of customer service. Reopenings of MKT's short route between Houston and San Antonio, due to a shipper-funded rehabilitation program, will save time and operating fuel. Diminishing use of natural gas in the service area should cause an acclelerating shift to coal, much of it going by rail. So, baring major increases in the cost of operating fuel, things should shape up fairly well for the Katy.

13. What is the CK&S?

The Condon, Kinzua & Southern, with headquarters at Kinzua, Ore., hauls freight from a connection with the Union Pacific at Condon to Kinzua, 24.08 miles. The company was incorporated May 8, 1928, to take over private logging railroads owned by the Kinzua Pine Mills Co. and the Kinzua Lumber Co. It has one 70-ton GE loco built in 1951.

14. When were the ambulance-car and hospital-train introduced?

During the Civil War. Early in the conflict, the less-seriously wounded soldiers rode in passenger coaches. Those who could not sit up were lifted on stretchers, or mattresses into boxcars and laid on hay, straw, leaves, or pine boughs. Holes were cut in the car sides for light and ventilation. Only ten patients could be properly cared for per unit, though 20 were often carried. Then cars were introduced with two or three tiers of bunks on each side. In March, 1863, stretchers were suspended from uprights by strong india-rubber rings, but were unsatisfactory due to the train motion. In 1862, a car equipped for 51 patients ran on the Philadelphia, Wilmington & Baltimore. It had a stove, lockers, and seats for attendants. Similar equipment was put in use on other roads; some with 24 beds in two tiers, and a third bunk on the car seats. These units were attached to regular trains.

New York, Providence & Boston westbound local from Providence on new swing bridge Oct. 17, 1889 on way to New London, Conn.

Collection of late Charles F. Munger, Jr.

In 1863, a complete union hospital train with capacity for 500 to 600 patients began running on the Orange & Alexandria R.R. There were special coaches for the surgical staff, a dispensary, a storeroom, and a kitchen, and ten ward-cars, available for 30 patients lying down and as many others seated. Two windows and the intervening panel were removed on each side of the car and replaced by a sliding door, through which stretchers could be carried. Similar trains were soon running on regular schedules between Atlanta and Louisville, 474 miles, up one day and down the next. The engine stacks were painted red, as were the cab and the tender, with three red lights at night under the headlight.

Confederate troops never fired on them, even giving them passage when they were about to tear up tracks. After the battle of Chancellorsville, 9,000 wounded were transported to Aqua Creek between noon June 12, 1863, and the evening of June 14th. In 20 days following the battle of Gettysburg, 15,000 wounded were distributed to hospitals in Washington, Harrisburg, Philadelphia, and New York, via hospital rail cars.

15. Name the first railroad to use a caboose with side bay windows?

This honor goes to the Akron, Canton & Youngstown, in 1923.

Running Extra

REGARDING the first railroad using a telephone in dispatching, the New Haven R.R. was the first in this country to replace its telegraph with telephones for all train dispatching in Jan. 1972. The New Haven had a private phone system, which it owned

exclusively. This was connected to the Bell System only for outside calls. New Haven's house organ, *Along the Line,* Nov. '32, has additional info.—Charles H. Grabert, 465 Maplewood Ave., Bridgeport, Conn. 06605.

LIMA BUILT five "sheathed" Shay geared engines for the New York Central. Original NYC numbers were 1896-1900, renumbered 7185-7189 in 1936. The 7185 was sold back to Lima in Feb. 1943. The 7186 was scrapped in March, 1944. The 7187 was sold in 1943 to M&OL Ry. in N.Y. The 7188 and 7189 were scrapped in May, 1944.—C.W. Jernstrom, 822 Pelham Dr., Ft. Wayne, Ind. 46825.

WANTED: history and other info on Visalia Electric.—H. Overman, Box 598, King City, Calif. 93930.

I HAVE PHOTO of Chesapeake & Ohio 2-8-4 No. 2767, taken on rails—after what looked like she might have turned over—at Clifton Forge, Va., in June, 1951. Who has details? Did she derail on a freight run?—Charles H. Luffbarry, 262 Wall St., Metuchen, N.J. 08840.

WHICH railroad ran to Perry and then southeast to Ocilla, Ga., about 55 years ago? The Central of Ga. connected with it at Perry.—J.R. Fudge, P.O. Box 295, Perry, Ga. 31069.

I WANT INFO on Union Pacific's streamliner *The Forty-Niner.* How long did it run? Also specifics on loco class that pulled it and equipment, with color of coaches and lounges.—Ken Dulo, 2021 81st St., Brooklyn, N.Y. 11214.

NEED PIX of Canadian National M4f 2-8-0 No. 1859, ex-Canadian Government No. 59, built by CLC in 1903, scrapped in 1925. I'm building a model. *(Ed. note:* Reader forgot to sign name, but lives at 24 Grenville Ct., Brockville, Ont. K6V 1J4, Canada.)

I HAVE a lantern with lettering BR(W). Anyone know details?—E.J. Reimer, ex-PC engineman, 1114 Buckland Ave., Fremont, Ohio 43420.

ANY INFO on German V-8 Pacific and a condenser type engine, both built by Henschel & Son, Kassel, during WWII? The tender held 3500 gallons of water and could run 700 miles before making a plug stop.—Allan Hooper, 2703 Princeton, Butte, Mont. 59701.

REGARDING abandonment of CNJ Highlands branch west end, ICC granted Jersey Central permission to abandon the 6-mile section between Highlands and East Long Branch, Dec. 1, 1945. Stations affected were Sea Bright, East Long Branch, North Long Branch, and East Long Branch. Service on that portion of the seashore branch was not dependable, due to soil erosion and storm damage. It was inoperative nine times for periods of one hour to a week. During storms the engines, cars, and crews had to be moved from East Long Branch to just above the affected stretch via the New York & Long Branch R.R.—Robert W. Purdy, 13103 Kumar Court, Woodbridge, Va. 22193.

I'M INTERESTED in Boston & Maine stock certificates, pre-1953 capitalization, and those of other system components.—T.R. Engel, 179 Lewis Rd., Belmont, Mass. 02178.

WHEN WILL Chicago Transit Authority begin airport service? What cars will be used? Is there a time schedule for Amtrak to introduce its bi-level cars? How long can I use my rail pass?—Walter W. Black, 1164 Allen Ave., Glandale, Calif. 91201.

WANT INFO on a poem, "On the Erie track." It concerns a "haunted" house located between Suffern and Spring Valley, N.Y.—Jerome H. Kaplan, 301 E. 22nd St., Apt. 1-G, New York, N.Y. 10010.

PENNSY trackless switcher 415 was in service in the Williamsburg yard in Brooklyn between 1915 and 1930. There were two reasons for this type of power. It was impossible to push cars coupled to a regular engine into the sidings between warehouses, due to sharp curves, almost 90%, and it was expensive and impractical for a steam engine because of the 24-hour inspection rule. The engine had to be put on a barge and floated to Jersey City and back each day.—Henry Mandeville, ex-Pennsy engineer, N.Y. Div., 10200 122nd Ave. N, Heritage 135, Largo, Fla. 33540.

I WANT POSTCARD size prints of following: CN 1228, 1322, 1341, 8123, 8124, 8534; CP Rail 7060, 6525, 6545, 7607; GO trains 9807, 9803, 9802, 9800, and EL 125, 145.—Roger R. Darsley, Meadow House, Longmeadow, Brundall, Norfolk NRB 5LY, England.

ANSWERING query about two switch keys. HV is Hocking Valley and K&M is Kanawha & Michigan. Another reader asked about Ohio & Mississippi. It was built, I believe, 6-foot gage, Cincinnati to St. Louis, later standard gage, and renamed Baltimore & Ohio South Western. Now B&O line Cincinnati to St. Louis.—Ivan W. Sanders, 509 Second St., Brownsville, Pa. 15417.

ANY INFO on the Cathin, Ill., Wabash wreck sometime between 1903 and 1908? My father was a RPO clerk on the train. He survived to work the mail route again.—Mrs Catharine E. Chalengsworth, Box 270, RR1, Bethalto, Ill. 62010.

I WANT postcards of Frisco railroad depots and other rail scenes.—F.W. Campbell, 2312 East Pine, Enid, Okla. 73701.

REGARDING the *Calif. Zephyr,* the Western Pacific started the run with three sets of F3's. The 4th F3 was built in 1948, but did not come to WP until 1957. She was built as New York, Ontario & Western No. 503, sold to the Sacramento Northern (also with 501 and 502) and leased to the WP as 801-D. The 801-D was not used in passenger service. In 1950 four FP7's were bought along with 2 F7B's. In 1967, the 920-B was renumbered 806-B to replace 802-B, which was traded in to GE on the first U30B order. 920-B got its original number in 1970.

In 1950 the F3's 801-A and 802-A were re-geared for freight service and in 1968 were renumbered 925-A and 925-D. After the FP7's came, the *CZ* power on the Western Pacific was a combination of FP7, F3, and F7 mixed. Anyone tell me what happened to SP's Lima 4-8-4 No. 482? I heard she was in a wreck in the 1940s and her front end altered.—James Lekas, 2348 Corbin Lane, Lodi, Calif.

What railroad bought which steam locomotives from the Florida East Coast Ry.? —EMC Terry L. Cummings, USN, F.T.G., Box 55E, FPO, N.Y. 09593.

STRASBURG No. 4, 0-4-0 Camelback built by Burnham Williams, was ex-Colorado Fuel & Iron Co. No. 4, and ex-Reading No. 1187; and No. 31 is ex-Canadian National 0-6-0 switcher No. 7312 (Baldwin, 1908) and Pennsy 1223, built at Juniata in 1905. The 31 saw much freight service in Lancaster and Baltimore areas years ago.—L.P. Cummings, 129 Nevin St., Lancaster, Pa. 17603.

I HAVE a view of Mineral Range No. 8, *Red Jacket,* that ran years ago in Michigan's Upper Peninsula. The engine is a Vauclain Compound (Baldwin, 1892), later sold to Missouri Southern. You said in May '77 issue that Vauclain produced his first Compound in 1899. Wasn't it earlier? Where was the Missouri Southern located? What kind of operation was it?—John F. Campbell, 2914 N. Farwell, Milwaukee, Wis. 53211. *(Note from Barbara:* You're right. Samuel M. Vauclain brought out his first Compound in 1889).

Mike Eagleson

IN SEARCH OF STEAM

With Mike Eagleson

I HAVE JUST returned from a 3-week, 5-country bash in South America. While in Brazil, I visited the Federal Railways' meter-gage line Dona Teresa Cristina. The line is famous for being 100 percent steam and using all U.S.-built Pacifics, Mikados, Texas types, and 2-6-6-2 Mallets. The articulates were pronounced redundant when the 1974 flood wiped out the shop town of Tuberao and the mostly-Mallet line to Laura Miller. However, I learned from the chief mechanical officer, Dr. Gilberto Cabral, that in 2 to 3 years the addition to the Capivari coal-washing plant now being built, plus the energy crisis, may increase coal consumption to require the use of more locomotives. If so, he will order the three 1950-built Baldwin 2-6-6-2's reshopped for daily use.

I am surprised and gratified by the continuing reader response to my article on Turkish steam in our June issue. Despite the wholesale slaughter of steam power in the United States, many of our fans are showing an interest in steam overseas. Since my article appeared, I learn from Harold F. Allen, 365 Sumac Lane, Ann Arbor, Mich. 48105, that Turkey's extensive steam commuter service at Izmir has been eliminated. But the long-distance passenger and frequent troop movements out of that city are still largely steam-powered.

SANTA FE PRAIRIE No. 1880, preserved in Military Park at Newton, Kan., since 1956, was recently repainted, thanks to the Newton Jaycees. While a discussion could erupt on the historical accuracy of the new paint scheme, no one can dispute the metal-preserving qualities their job affords nor appreciation for their hard work. I might add that tall shrubs thriving next to the 2-6-2 there make serious photography difficult.

U.S. FANS are often criticized or harassed for improper or careless conduct while trespassing on railroad property. But Americans are not the only ones involved. A British source tells me that on one steam trip both male and female enthusiasts, including children, endangered their lives by crossing busy mainlines over moving freight cars, sometimes even crawling underneath the cars, just to get closer to a steam locomotive. Police protests and warning went unheeded; the railway buffs just outnumbered them. I wonder how much longer the use of steam locomotives for fantrips will be permitted under such increasingly unsafe conditions? Last year a reckless Japanese boy on a fantrip was hit and killed by a steamer. In one of my columns I reported this incident and the furor it caused. North American readers, take note!

TWO ADDITIONAL ex-White Pass & Yukon 3-foot-gage Mikados are now going to a tourist line at Pigeon Forge in Tennessee. Baldwin built the 36-inch-drivered 2-8-2's among the last narrow-gage steamers produced in this country.

MY JULY COLUMN mentioned John Porter's 15-ton narrow-gage 0-4-0 No. 2 of the Poway Village & Rattlesnake Creek Railroad in California. A.A. Conrad (address not given) sends a correction: "This engine was built for the Cowell Portland Cement Co. at Cowell, Calif. in 1907, not 1878, as you stated." I personally don't know the date but am printing this note for what it is worth.

NEW JERSEY'S famed Morris County Central Railroad at Newfoundland will operate a special fall foliage doubleheader this October 15th at 9 a.m. Consolidation No. 385 and switcher 4039 are sure to provide an excellent steam outing. Next February 11th has already been set for the road's annual Snowflake Special. These low-budget excursions offer a great value in steam locomotive performance and a fine view of rural scenery. I've attended several such rides and highly recommend them.

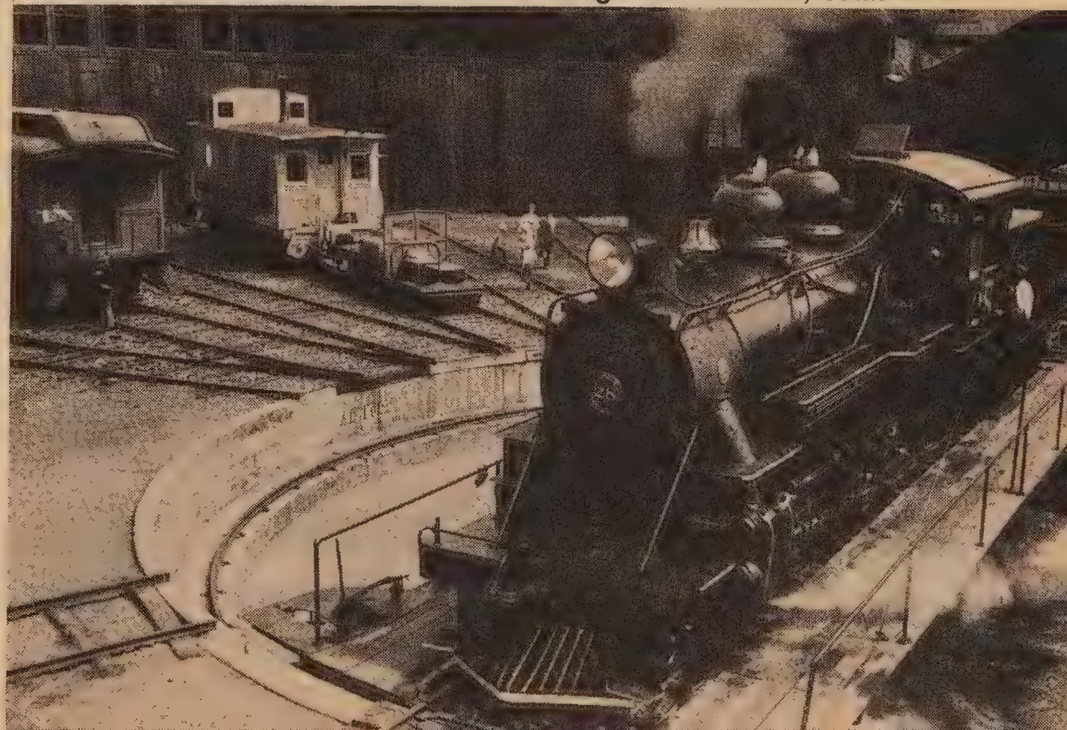
A FIERY COLLISION near Frankfurt, East Germany, in June took at least 29 lives. A passenger train traveling from Zittan to the Baltic port of Stralsend hit the freight between Kietz and Frankfurt. Why is the story in my column? Because the passenger train was hauled by a high-drivered 01 class Pacific. I wonder if this will be the last passenger train cornfield meet in the world with a regular-service steam locomotive.

ACCORDING to Jim Wrinn, 81 Lyle St., Franklin, N.C. 28374, there is still no activity on the Graham County in his state, and the museum is closed again this year. There have been some inquiries about buying equipment for use elsewhere. In Robbinsville, the remains of Shay No. 1926 rusts away, as she has not been used since 1969. Having been cannibalized for parts to keep another Shay No. 1925, running, she is missing her cab and tank. The stolen number plate from ex-Brimstone Shay No. 36 has been located, but will remain off the locomotive for safekeeping.

The museum grounds are well guarded. Trespassing fans are warned to check in with the Bear Creek Station caretakers before wandering around the property. Jim is currently working on a book about the line and wants to hear from knowledgeable

William Cain, 230 California St., San Francisco, Calif. 94111

Sierra RR 28 about to leave turntable for charter excursion at Rail Town 1897, the 27-acre area of old-time railroading at Jamestown, Calif.



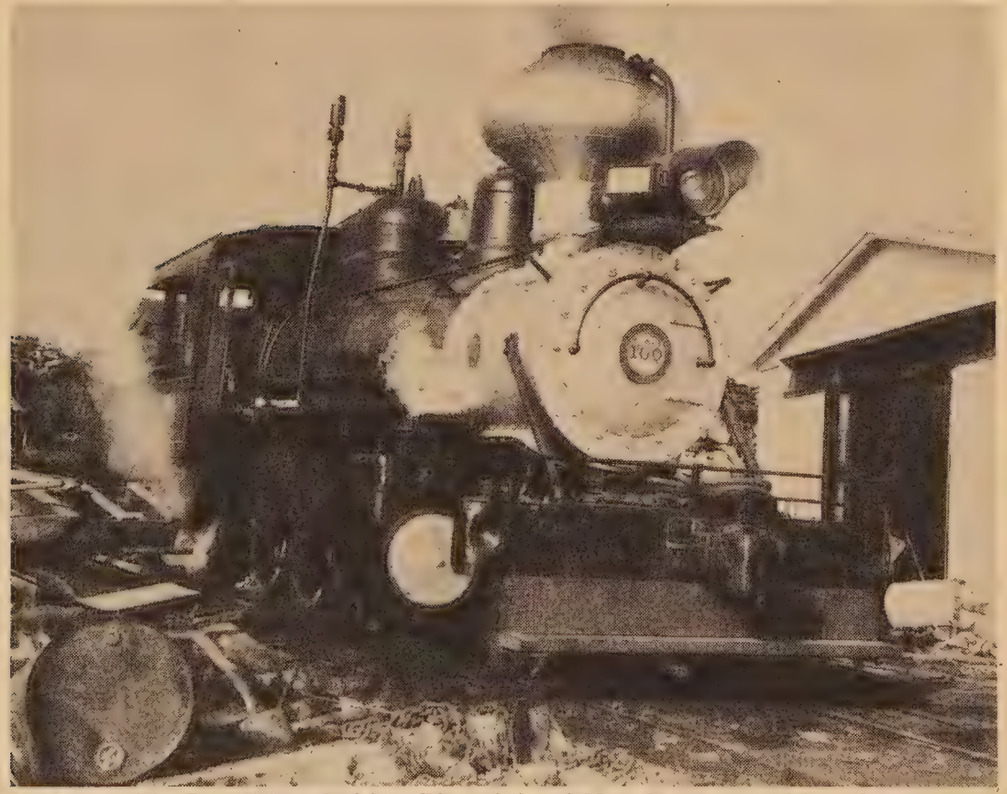
The next time that you visit the Smithsonian's National Museum of History and Technology in Washington, D.C., don't fail to see one of their latest locomotive acquisitions from Santa Cruz RR of Calif., 3, *Jupiter,* later to run in Guatemala. Finding the 4-4-0 right in D.C. was the crowning culmination of 15-year search by John H. White, Jr., Curator of Transportation, for a classic American type locomotive to play a major role in 1876: A Centennial Exhibition staged by Smithsonian last year. O. Roy Chalk, transit tycoon, donated the locomotive.

Smithsonian Institution, Washington, D.C. 20560

readers about regular service on the Graham County before the Bear Creek Scenic Museum started.

A STEAM PRESERVATION group in Australia is in a jam. Recently, owning a 59-class Baldwin 2-8-2, they scheduled a fantrip to Goulburn. Some 450 Boy Scouts agreed to make the excursion, but at the last minute the passengers backed out without buying tickets. Rather than cancel the run (which was actually a deadhead ferry movement to Canberra), the operators advertised in a local newspaper asking for 450 one-way paying passengers. So says A. Mann, P.O. Box 3, Drummoyne, N.S.W. 2047, Australia. I'd like to know how they made out.

ANYONE IN THE MARKET for an operable, woodburning 2-6-2 with cabbage stack? I mean No. 100 (Baldwin, 1919) with 15x24-inch cylinders, balanced slide valves, and Walschaert valve motion, 44-inch drivers, a rigid wheelbase of 9 feet, 2 inches, and 67,800 pounds on her drivers. Total weight is 92,000 pounds; with her tender it is 162,000. The working pressure is 180 lbs. She can haul a 1,825-ton train on level track at her 40 mph top speed. This Prairie comes equipped with wood grates, a steel cab, Franklin steam-powered butterfly firebox doors, and a manual Johnson bar. Also a Manzel mechanical lubricator, steam jam brakes, and all original brass number and builder's plates, whistle and bell. She comes with an assortment of valuable spare parts, for a total of $40,000. Contact Louis Zadnichek II, P.O. Box 138, Fiarhope, Ala. 36532. The Prairie is in good mechanical shape and would be excellent for a tourist road.



Ex-Escambia Ry. 100 switching Pinto Island Metal scrapyard last May.

Pinto Island Metals Co., P.O. Box 1046, Mobile, Ala. 36601

New Steam Book

THE FINAL YEARS: NEW YORK, ONTARIO & WESTERN, by John Krause and Ed Crist, 98 pages, 10¾x8¼", soft color cover, maps, timetables, about 250 photos. Carstens Publications, Inc., $8. (Available from Railroad Magazine Book Service.)

Twenty years ago the NYO&W was scrapped. Since then, it has received wide acclaim from railfans and historians. It seems that everybody loves the O&W. Much has been written about its glorious past, but until now photo coverage—partly of its steam locomotives—has been sparse. This book is not billed as a steam loco pictorial, but it could be. There are enough covered wagon diesels to amuse even the die-hard steam fan. The book pictorially preserves locomotives, equipment, and right of way structures. Track and station plans also are provided. Many of the photographs are from the camera of Robert F. Collins. Several pictures were re-used from the O&W chapter of my own book, *Steam on the Anthracite Roads,* but are worth reprinting. The cover was painted by the late Manville B. Wakefield.

HOBBY CLUB

conducted by Sy Reich

Belly-dancing on railfan trip in baggage car! When Promontory-NRHS held its annual fall Saltair trip in Sept. '76 Stan Jennings, ed of chapter's newsletter *Golden Spike,* was aboard to photograph entertainment provided by World of Health girls. At no time did gals lose a beat to splinters.

Stanley C. Jennings, 51 South 8th East, Salt Lake City, Utah 84102

LAST FALL I listed all steam, diesel, and tourist weekend operations in the Midwest and said they offered a great way to enjoy autumn Saturdays and Sundays. I don't retract one word. This year let's try New England, even though the popular Boston Red Sox, the college grid rivalries, and the local pro football favorites, New England Patriots, put extra cars on the highway. New England at this season is a multi-colored picturebook, the finest time of the year.

A bright blue autumn sky, a weekend amid woodland and brown salt marshes in southern Connecticut is Branford Trolley Museum, reached by using Conn. Turnpike I-95 and exits 51 (eastbound) or 52 (westbound), following signs from East Haven Green to River Street. The museum operates Sat. and Sun. through Oct. 29, and then Sun. through Dec.18 from 11 a.m. to 5 p.m.

Some of the specials ahead are Trolley Car Lecture series, Oct. 15, and Santa Claus Days, Dec. 4, 11, and 18. Unlimited rides and guided tours: adults $2, kids (5-11) $1, under 5 free. Rates may differ on special days. Among the more than 90 street and interurban cars, work cars, and other vintage equipment at Branford, most often used on the 3-mile roundtrips are Johnstown lightweight 356, Conn. Co. open cars 1414 and 1425, a double-truck Jewett 193, ex-Conn. Co. Middletown Birney 2350, New York Third Ave. lightweight 629, Brooklyn convertible 4573, and North Shore interurban 709.

ANOTHER Nutmeg State trolley museum is run by the Conn. Electric Ry. Assn. at Warehouse Point, north of Hartford, on Rte. 140, ½ mile east of the Bridge Street exit of I-91. It's open year-round on Sundays and holidays, except Christmas. The Sat. operation is through December. Cars run noon to 5 p.m. on a 3-mile, 17-minute trip through woodlands over a rebuilt portion of the old Rockville branch of the Hartford & Springfield Street Ry.

Admission to the grounds is free. Trolley rides: adults $1, kids 50¢, under 5 free. Group rates are available. CERA has over 40 pieces of electric equipment, including streetcars, freight locos, and work cars. Three steam engines also can be seen: No. 5, 0-4-0T, Alco (Cooke), ex-Hartford Electric Light Co.; a Climax from the Middle Fork R.R., and a fireless cooker, plus other equipment. Operating cars include ex-Conn. Co. cars 840, 1326, and 3001; 2056 and open observation 4, ex-Montreal Tramways; 5645 ex-Boston Elevated, and Chicato CTA 4436 and 4284.

ON THE WEST SIDE of the Conn. River, north of Saybrook at Essex, just off exit 3 of Rte. 9, is the Valley Railroad. Weekends through Oct. 30 will find Consolidation 97, ex-Birmingham & Southeastern, steaming north out of Essex on a pleasant 10-mile, 55-minute roundtrip over a former New Haven branch line to Chester. If you're lucky, maybe their little 1924 Baldwin Prairie No. 103, ex-Sumter & Choctaw, might be running.

Yuletide operations are planned on weekends in Dec. Adults fares $3, kids $1.50 with an extra fare if you ride the Pullman parlor car *Wallingford.* Other operating equipment include open-platform steel combine and coaches and an open gondola. On display in Essex Yard are a heavyweight Pullman, a dining car, an RPO car, hacks, work cars, an ex-Sperry Rail Service car, and engine No. 10, 0-4-0T, (Baldwin, 1934).

EASTWARD, off Rte. 58 at South Carver, Mass., at the thick end of Cape Cod, is the well-known narrow-gage Edaville R.R. with its enjoyable 5½-mile, 30-minute ride through the cranberry bogs. Weekends and holidays, through Oct. 31, noon to 5 p.m., steam hauls a wooden open-platform combine, coaches, open cars, and a hack. Then diesel, noon to 4 p.m. Nov. 11 through Jan. 8, but steam on weekends during the pre-Christmas season, 2 to 9 p.m.

Edaville will be closed on Thanksgiving and Christmas Day. Admission to grounds and train ride: adults $2.50, kids $1.25. Operating steam locos include No. 3, 0-4-0T (Vulcan, 1913), ex-Monson; and No. 4, 0-4-4-T (Vulcan, 1918), ex-Monson; and two ex-Bridgeton & Harrison 2-4-4Ts: Baldwin-built Nos. 7 (1913) and 8 (1924). The Edaville complex contains an excellent indoor rail museum, a fire museum, and a collection of antique railroad cars. Standard-gage equipment not far from the waterplug includes B&M Mogul 1455 and the road's old streamliner *Flying Yankee.*

TRAVELING NORTHWARD "down East" on Log Cabin Road off Rte. 1, three miles north of Kennebunkport, Maine, is the famous Seashore Trolley Museum, oldest and largest electric railway collection in the country. Now, weekends through Oct. 30, cars run every 30 minutes from 10 a.m. to 5 p.m. over the former right-of-way of the Atlantic Shore Line interurban, a 2-mile, 15-minute ride. Adults for a $2 tab, kids $1, under 6 free. Family maximum fare $6. Group rates available.

Operating cars listed are ex-Conn. Co. 303, 15-bench open, Brill, and 1391, 15-bench open, Bradley. Also 434, closed Stone & Webster Stan-

dard; 2, Montreal Tramways; 62, closed suburban, Brill; and 420, closed suburban, Pullman. Displays for trolley enthusiasts include a covered barn display area with exhibits and equipment ranging from a horse-drawn streetcar to heavyweight interurbans and PCC streamliners, electric locos, trackless trolleys, etc.

NORTH OF PORTLAND on Rte. 27 in Boothbay, Me., is the Boothbay Railway Museum. Although cold Maine winters come early, the Museum is open weekends until mid-Oct. and the weather right now is fine. A train runs every half-hour between 10 a.m. and 5 p.m. over a 1½-mile, 15-minute loop trip through woods, fields, and a covered bridge. Fares: adults $1.50, kids $1, under 2 free. Power and equipment include No. 12334, 0-4-0T (Henschel, 1913) and No. 5, 0-4-0T (Henschel, 1913) with coaches and a hack. Among the displays are a Maine Central van, narrow-gagè cars, and two restored depots displaying railroad artifacts.

TURNING WEST to New Hampshire on Rtes. 16 and 302 in North Conway, aflame in autumnal colors, is the interesting Conway Scenic. This operates daily through Oct. 23 11 a.m., 1, 2:30, and 4:30 p.m. with 0-6-0 No. 47 ex-GT, ex-CNR over an 11-mile, 75-minute roundtrip hauling coaches and open observation cars from North Conway to Conway over ex-B&M trackage. Fares: $3, kids $1.75, under 5 free. Group rates available. Besides the 47, other power is No. 108, ex-Reader R.R. Baldwin Prairie, and 15, 44-ton ex-MEC diesel. Displays include a museum of railroad memorabilia located within the twin-towered, ornate, century-old depot, a bygone roundhouse with an operating turntable, and pieces of rolling stock.

MORE STEAM trips in New Hampshire include the Wolfeboro and the famed Mt. Washington Cog Ry. Trains leave Wolfeboro from Sanbornville, Rte. 109, and from a new station at Wakefield, on Rte. 16, daily through mid-Oct., and weekends through mid-Dec. on a 2-hour, 24-mile roundtrip over ex-B&M tracks, usually behind No. 250, an ex-Bonhomie & Hattiesburg Southern 2-6-2 hauling fully restored and heated CNJ steel coaches. Fares: adults $3.50, kids (5-11) $1.75, under 5 free. See the photo on our front cover; also page 2.

Weather conditions permitting the Cog Ry. leaves from Base Station off Rte. 302, near Fabyan, daily between 11 a.m. and 2 p.m. through Oct. 10. This is a breathtaking trip. The world's first mountain-climbing railway, built in 1869 is still all steam over grades as steep as 37.41%, averaging 25%. Three-hour roundtrip $9.95 for adults, kids $5, under 6 free if not occupying a seat. Don't miss seeing *Old Peppersass,* the world's first cog engine, at Base Station.

MAYBE what we have saved for last should have been first. This railfans' Mecca will find fall at Steamtown just as delightful as any of the other times you've been here. Steamtown is located at Riverside, Vt., one mile north of Bellows Falls on Rte. 5, just south of exit of I-91. Right now, Steamtown is looking forward to Oct. 22-23 for the rescheduled annual railfan weekend, which promises much steam action, photo stops, night photo sessions, door prizes, cab rides, etc.

The museum is open daily through October, with daily train trips behind ex-CP Pacific 1278 during foliage season. Train and museum, combined tickets: adults $5.50, kids $2.95, under 2 free. Train equipment includes steel coaches from CNJ, EL, and LIRR. Displays, largely assembled by the late F. Nelson Blount, are some of the world's finest rail exhibits, such as NKP 2-8-4 759, an ex-UP Big Boy, ex-Reading 2124, passenger and freight cars, steam age relics, and other railroadiana.

ROBERT GALBRAITH, 3918 Beverly Blvd. #311, Los Angeles, Calif. 90004, tells me about another interesting Canadian railfan organ, *The Western Wayfreight,* published by the Juan De Fuca Ry. Assn. The editor is Paul J. Smith, 1445 Fort St. #402, Victoria, B.C., Canada V8S 1Z4. He can supply details.

LAST MONTH we mentioned how busy Rocky Mountain Railroad Club's program book looked right up to the November trip behind UP 8444. Their fellow railfan group, Intermountain-NRHS, has an equally active agenda, highlighted by an excursion Oct. 1 behind UP 8444, Denver to Laramie, roundtrip. This is being sponsored also by Colorado Midland-NRHS. Without doubt, every reserved seat will be gone when the 4-8-4's first bark chews into the autumnal mountain ozone at Denver around 7:30 ayem.

Previously, their Amtrak run, Denver to Cheyenne, with dinner in the diner, and the co-ran Intermountain and Colorado Midland field trip to Hagerman Tunnel planned for August, and San Luis Central and Fall Rails trips in Sept., kept a lot of members busy. Ahead are the usual interesting monthly meeting programs, with the passenger departments annual meeting at Fairplay on Oct. 22, and Moffat Tunnel Special on D&RGW Nos. 17 and 18 during the 1978 weekend of Feb. 25-26.

I'D MENTION in more detail Mohawk & Hudson/NRHS Delaware & Hudson trip to Tunnel on Oct. 8, but we have been announcing this for several months in *Coming Events.* These trips are always sell-outs. They should be;

Railfans on 14-car St. Lawrence Valley Ry. Society trip from Montreal to Lamalbsie, Que., hauled by two Canadian National Railways F9A's, get excellent view of world-famous Montmorency Falls, north of Quebec City.

Guy Chartrand, 1368 Cartier, St. Hubert, Que., J4T 1YH, Canada

they are always good. The next big happening ahead for M&H is their annual banquet and flea market Nov. 12 and 13 at Schenectady's Ramada Inn.

WE HAVEN'T heard yet on whether or not the Roanoke Transportation Museum, at Roanoke, Va., will have its replica of an oldtime depot finished before winter. Earlier this year, Jack Goodykoontz, secretary of the RTM, said the building should be ready this fall. S. Lewis Lionberger Co. of Roanoke is the contractor for the station replica, which is to house transportation artifacts, a concession stand, and a model railway. Last May, the Roanoke Transportation Museum, Inc., a non-profit, tax-exempt organization took over the museum's operation from the City of Roanoke.

This project is a combination of the resources and talents of Roanoke-NRHS, Roanoke Valley Model Railroad Club, Roanoke Valley Chamber of Commerce, and Roanoke Jaycees. N&W veep of finance John Turbyfill is president of the museum foundation. Museum memberships are being sold. a newsletter and other benefits for members are planned.

ALASKA-YUKON-NRHS, P.O. Box 2248, Anchorage, Alaska 99501, has come up with photo letterheads of the Alaska R.R. with five different letterheads per set. The set pictures engine No. 203 at Clear, No. 502 on turntable in Anchorage yards, Alaska Central R.R. No. 2, a steam shovel at Moose Creek, and the Yakutat & Southern 2-6-2. 25 sheets per set, $3.50, incl. postage. To keep costs down, Jack Klingbiel and Warren Roberts say in the club's newsletter, *The Moose Gooser,* that this does not include blank sheets or envelopes.

A WIDE-AWAKE railfan journal is *The Inside Track,* published five times a year (Sept., Nov., Jan., March, and May) for $4 by The Ann Arbor Train and Trolley Watchers. Canadian subscriptions cost $5, due to newsletter having to be sent first-class mail. Editor Sam Breck, Jr., does a nice job. Write him at 306 Westwood, Ann Arbor, Mich. 48103 and learn more about *The Inside Track* and AATTW.

ALLAN VAUGHN, prexy of NRHS, writes that a professor in West Germany, assigned the task of writing in German a book about steam locomotives, needs assistance. The book will be an illustrated history of steamers around the world, with between 120- and 150 color illustrations, including various U.S. types, old and new. If you'd like to help in this project, write to Dr. Werner Jopp, Schleiermacherstrasse 6, 6200 Wiesbaden, West Germany.

BOOKS of the RAILS

by Gorton T.H. Wilbur

MORE RAIL CLASSICS, edited by William C. Jones and Charles Albi for Intermountain Chapter-NRHS, 616 pages, 5½x8½", hardbound, maps, text, $16.50. (Available from Railroad Magazine Book Service.)

This companion book to the chapter's also interesting *Rail Fiction Classics* was worked up in 1974 and is dedicated to a railfan friend of mine, E. Lewis Pardee, prexy of NRHS, 1958-'76. This volume aims to make available to the reader remaining, but fast-disappearing rail-fiction gems. *More Rail Classics* includes the works of such giants— often seen down through the years in *Railroad Magazine*—as Cy Warman, poet of the Rockies, Jack Clinton McLarn, and Frank H. Spearman. Their biographies make good reading.

MRC is made up of three book supplements: *The Strategy of Great Railroads,* by Frank Spearman; *Short Rails,* by Cy Warman, and *The Collected Short Stories of Jack Clinton McLarn.* While Spearman's work is a factual report on the nation's railroad empires and the men who controlled them just after the turn of the century, the other supplements are delightful accounts of the golden days of steam. Cy Warman bases his contribution on Colorado railroading, 1880-'90, while McLarn's works, assembled for the first time, is raw smoke and steel. If you like the romance of the old railroad days, as I do, you'll enjoy this new book.

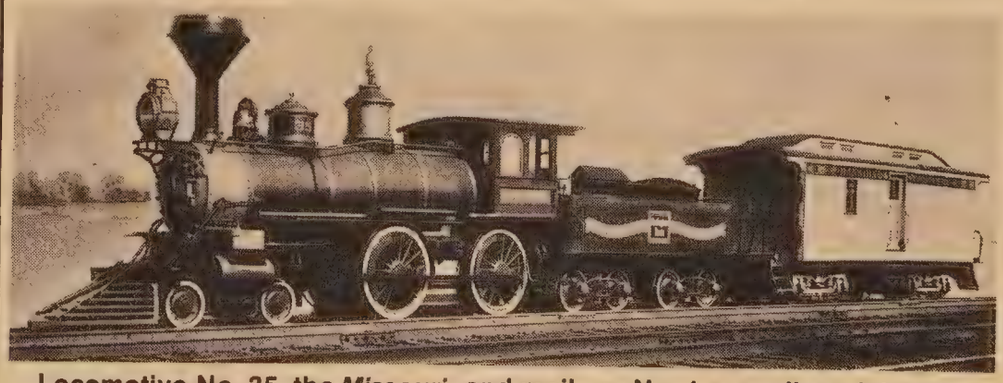
GREAT RAILROAD PAINTINGS, edited by Robert Goldsborough, 46 pages, 9x11", softbound, captioned paintings, Peacock Press/Bantam Book, $6.95. (Available from Railroad Magazine Book Service.)

J.B. Deneen's front cover illustration, "The Great Northern," and William Harnden Foster's famed "As the Centuries Pass in the Night" on the back cover, stand as twin beacons for a well-edited book of memorable canvases. The era stretches from "The First American Steam Locomotives," by Mort Kunstler, to Gil Reid's "Amtrak Turbo at West Point," backgrounded by the Hudson's east bank. But I liked best what was in between, such as, among other memorable scenes, "On Time" and "Horseshoe Curve," by Grif Teller; "Missouri River Levee" (Sept. '76 *Railroad Magazine* cover) and "Ladies in Waiting," by unforgettable Otto Kuhler, and Howard Fogg's "Golden Spike" and "Helper for the Divide," and "Thoroughbreds," by Walter L. Greene. The all-time greats are in this book.

THE RAILROAD AND THE CITY, by Carl W. Condit, 335 pages, 7¼x10¼", hardbound, photos, diagrams, stats, Ohio State University Press, $15. (Available from Railroad Magazine Book Service.)

This technological and urban history of railroading in Cincinnati might go a long way in proving Professor Condit's point that, though the general history of the industry has been extensively treated, railroad technology gets only scant attention from serious historians. He claims that the development of the railroad terminal as a design conceived and executed in response to an operation of enormous complexity and as a determinant of urban growth and character has yet to be systematically examined. He does a thorough job in this book in text, pix, map, statistics, and profile drawing of Cincinnati railroading from the early days of the Little Miami Railroad to the final years of the Cincinnati Union Terminal. Jim Edmonston, who lives in that city, and the Cincinnati Railroad Club should enjoy this book.

RED FOR DANGER, revised, by L.T.C. Rolt, 297 pages, 5½x8½",



Locomotive No. 35, the *Missouri,* and mail car No. 1 are relics of the old Hannibal & St. Joseph, now Burlington Northern. No. 35 was displayed at Century of Progress, Chicago's Railroad Fair, and in towns along the old CB&Q. Car is replica of first car in which U.S. mail was sorted.

Collection of Harry P. Albrecht, 40 Wilson Ave., Clifton Heights, Pa. 19018

hardbound, photos, diagrams, David & Charles, $11.95. (Available from Railroad Magazine Book Service.)

In this third revised edition of the late author's *Red for Danger,* originally published in the late 1940s and covering Britain's major rail wrecks, Geoffrey Kichenside has added much new accident material of the last 20 years, including the Hither Green, Hixon, and Moorgate disasters. The book is more than just a collection of major British rail wrecks for the past 100 years or so; it digs into the painstaking thoroughness with which many of them were investigated, giving me thoughts of a Sherlock Holmes approach to a case history.

Periodicals and Journals

NATIONAL RAILWAY BULLETIN, edited by Wm. C. Wagner, one of our *Interesting Railfans,* for the National Railway Historical Society, Box 2051, Philadelphia, Pa. 19103. Volume 42, No. 2 carries Part II of David Gurin's "Trolley Transit in New York." Other features are "Early History of the National Tunnel Route," by S.G. Bledsoe; Paul Kutta's "Budd Cars to the Seashore," and a Maine two-footer experience by Silas B. Tuttle, "A Brief Encounter with the Narrow Gauge." Fine pix illustrate all articles. Allan Vaughn has some pearls of wisdom on The President's Page.

B&M BULLETIN, Spring 1977, edited by R. Richard Conard for the Boston & Maine Historical Society, Inc., P.O. Box 302, Reading, Mass. 01867. Ken Patton makes a good case for the B&M R-1 Mountains 4100 class 4-8-2s as being, for all practical purposes, New England's largest steam power. No one will deny the R-1's power nor poetry of motion in hauling freight. Good photos with the article bear out this point, but Central Vermont's 700-709 2-10-4's were actually the largest steam locomotives in New England.

MIDWESTERN RAILS, edited by Frank L. White, White Publishing, 208 N. Stewart St., Geneseo, Ill. 61254, $7.50 in the U.S. and $9 foreign, for 12 issues. First-rate pix and articles for Midwesterners.

THE SOUNDER, Spring 1977, edited by Thomas Lawrence for the Puget Sound Railway Historical Assn., P.O. Box 3801, Seattle, Wash. 98121; $1 an issue, $3 for four quarterly issues. Color cover shows British Columbia Railway's 2860 edging onto a high trestle on the scenic run from North Vancouver to Squamish. Doug McKenzie has a companion article, "The Royal Hudson." I enjoyed learning a little more about PSRHA's "Snoqualmie Branch," by Larry Bunting.

THE BULLETIN, Railroad Station Historical Society, edited by *Interesting Railfan* Wm. F. Rapp, 430 Ivy Ave., Crete, Neb. 68333; photos, maps, diagrams. For $3 a year you can join RSHS, get its authentic periodical *Bulletin,* discover how you can help others to preserve stations, and read about long-ago rural depots.

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The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

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All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: Nov. issue closed Aug. 15.)

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

ROGER ARCARA, 1525 Leland Ave., Bronx, N.Y. 10460, sells reconditioned folding roll-film cameras, sizes 120-620 and 116-616; also reconditioned movie cameras for 16mm and regular 8mm film. Details for 13¢ stamp.

OLD STATE, RAILROAD & COUNTY MAPS. 70-110 years old. All states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

SEND LONG SSE for listing of over 60 railroad lanterns. Also switch keys, locks and signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

RAILROAD STOCK CERTIFICATES! Catalog plus beautiful railroad stock certificate; $2. Also eager to buy all stock certificates and bonds!—Ken Prag, Box 531R, Burlingame, Calif. 94010.

1977 COLOR SLIDE CATALOG: over 5,500 different diesel, electric, and some steam locomotives from across North America, representing 380 Class I, shortline and industrial roads. Catalog includes model, road number, and paint scheme of each unit. Over 300 different models included. Send $2 for catalog and sample to Porreca, Box 22, Boulder, Colo. 80306.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

MICHAEL EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856 sells 3-foot 2-8-2 cutaway rendering, $1.95 ppd.; also set of 10 new steam/diesel postcards, $1.75 ppd.

FOR SALE: fantastic timetable grab-bags, $10 bargain. Clear plastic timetable slip covers, $7.50 per 100. Wanted: all timetable collections, any size, top $ paid.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

BIG LIST: DINING CAR CHINA, glasses, silver, cloth. Railroad, Pullman items. Stationery, timetables, menus. Display, eat from dining-car dishes. Send long SSE to James McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad souvenirs, glass, metal, paper, cloth from Pullmans, dining cars, lounge cars, freights, etc. Small to large amounts, good prices paid.

TRAIN BUTTONS (PINBACKS). Most unusual kinds! Many roads, emblems, scenes, etc., $1.25 each, 7 for $6, 10 for $8. Available also as necklace, key chain or mirror, $1.50 each. Your own photo instead, $1.50. Order today!—Boyar, Box 508R, Bound Brook, N.J. 08805.

CHICAGO & NORTH WESTERN RR. system memorabilia wanted, 1836-1977.—Alden Miller, 3212 34th Ave. South, Minneapolis, Minn. 55406.

RAIL CARDS: Our new line of high-quality, full-color postcards is always growing. Send for our catalog and price list. Dealers' inquiries invited. Rail Card, P.O. Box 801, Manhattan, Kan. 66502.

PAUL GARDE, 35-SLIDES CO., Box 6098, Colorado Springs, Colo. 80934, retired except to sell remaining railroad and trolley collections (no Western), books, magazines, lab set-up. Large SSE for info; state wants.

ELMER TRELOAR's complete collection, negatives and prints, mostly steam, 1847-1975, United States, Canada, Central America, Europe. SSE for details.—Mrs. Elmer Treloar, P.O. Box 03491, Highland Park, Mich. 48203.

TEE-SHIRT DECALS. Your favorite photograph blown up into a full color iron-on decal. Send $3.95 and photo to Loving Decals, Box 24480, Richmond, Va. 23224.

RAILROAD LANTERNS, hardware, and general railroadiana for sale from personal collection. Large SSE for list.—Malone, 322 Seminole, Pittsburgh, Pa. 15237.

BOOKS PUBLISHED BY INTERURBANS. *Cars of Pacific Electric*, special 28 (City and Suburban), $7.49; special 36 (Interurban, Deluxe), $8.99. *Lines of Pacific Electric*, special 60 (West and South), $8.99; special 61 (North and East), $6.59. Send for free brochure. Calif. add 6% sales tax.—The Amatore Empire, Box 5965, Pasadena, Calif. 91107.

TIMETABLES FOR SALE: Public and employee. New lists and specials issued regularly. SSE.—Carl Loucks, 199 Wayland, Hamden, Conn. 06518. Will buy your collection of railroad paper items for top dollars.

WE SELL beautiful accurate postage stamps and first day covers depicting railroading around world. Send for no obligation approvals.—Stamps Galore, 2409 John, Superior, Wis. 54880.

ELEVEN FANTASTIC PUBLIC TIMETABLE grab—bags $17 worth for $10. Attractive clear plastic slipcovers for public tts. only $8 per 100. Collections purchased.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

POCKET WATCHES COLLECTOR will buy railroad and now—railroad, any condition.—R. Szwec, 3025 Summerset, Boise, Idaho 83705.

MIDWESTERN RAILS! Packed with railfan locations, branch lines, diesel rosters, news, photos, maps. 12 big issues only $8.—White Publishing, 208-L N. Stewart St., Genesco, Ill. 61254.

COMPLETE LIST 238. Passenger tts., emp. tts., playing cards, train orders, folders, annual reports, emp. magazines, calendars, etc., 39 cents stamps.—Meyer, 128 Corner St., Watertown, Wis. 53094.

RAILROAD COLOR SLIDES: For sale, all originals, good quality, some rare units. Most from Chicago area. Have several Canadian units too. List free with 13¢ stamp.—Goerge Horna, P.O. Box 724, Elmhurst, Ill. 60126.

ROBERT TENNANT, BOX 997, Armdale, N.S., Canada, B3L 4K9, has Canadian railway bibliography for sale at $4.95. Book has over 400 references in 92 page, 6x9 format.

SOUTHERN PACIFIC PASSENGER POWER. Our special for October is a ten-color slide mix of steam and diesel for $5.40. Extensive listing and sample only $1.—The Train Hound, 360 Fawk St. SE, Salem, Ore. 97302.

STREETCAR TYPE SEATS are needed for car restoration by the California Railway Museum, Rio Vista Junction, Calif. Communicate with Vernon Sappers, 1802 E. 23rd St., Oakland, Calif. 94606.

BOOKS BY SHELDEN KING. *Trolleys of the Triple Cities* (Binghamton, Johnson City, Endicott), 45 pgs., 51 photos, 2 route maps, roster, $5. N.Y. State Railways (Rochester, Syracuse, Oneida, Utica), 128 pgs., 165 photos, 9 route maps, rosters, $9. (N.Y. sales tax, please).—Whitehall Mail Service, 109 E. First St., Elmira, N.Y. 14901.

CONNECTICUT VALLEY RAILROAD MUSEUM is offering the paper items from its 1976 mail order list at a 50% discount while the supplies last or until November 27, 1977.

RAILROADIANA SALE AND AUCTION. Magazines, books, tts., orig. slides, negatives (inc. steam), etc. List 25¢.—Gerry Burridge, Box 152R, Dorval, P.Q., Canada H9R 4N9.

CHINA AND SILVER FROM 37 RAILROADS. Also playing cards, menus, and misc. items. Large SSE. for list.—Anderson Route, 2765 Quail Ave. N., Minneapolis, Minn. 55422.

SLIDES, REPONAR REPRODUCED, KODAK PROCESSED. Railroads serving Allentown, Pa., area. Pre-Conrail by Hawk Mountain Chapter NRHS members. SSE and $1 for list #2 and sample.—P.O. Box 372, Allentown, Pa. 18105.

SELLING RAILROAD MAGAZINE. Complete years for '40's and '50's. Some loose issues. Also *Rails Around Gold Hill* for offer. Send SSE to J. Prokes, 7850 S. Kenneth, Chicago, Ill. 60652.

FOR SALE: ORIGINAL STEAM NEGATIVES, various lines. Large SSE for list.—Harry A. Frye, 14 Riverside St., Hooksett, N.H. 03106.

SIGNAL LAMP AUCTION. Caboose markers, switch stand lamps. Closes November 5. List for SSE.—Katie Hambly, 3800 Spruce St., Philadelphia, Pa. 19174. ●

Coming Events

(No charge for listing here)

STEAM passenger train, ex-Reading 2101, on Chessie System for B&O's 150th birthday on Maryland fall foliage trips. Open-window coaches, air-cond. cars, first-class accommodations, snack-concession-baggage car. Photo run-bys. Write Chessie Steam Train, 2 N. Charles St., Baltimore, Md. 21201.

Valley Railroad steam trains, Essex to Chester, Conn., week-ends thru Oct. Take Conn. I-95 to exit 69, then Rte. 9 to Exit 3. Contact Valley R.R., Essex, Conn.

Crab Orchard & Egyptian steam trains thru Dec. 4, week-ends only, 1:01 p.m. Adults $3, kids $2. Details from CO&E, 514 N. Market St., Marion, Ill. 62959. Just off I-57 and Ill. Rtes. 13 & 37.

Sept. 24: ex-Southern 4501, Charleston to Columbia and return, sponsored by Charleston-NRHS, P.O. Box 12331, Charleston, S.C. 29412.

Sept. 24-25: Bluegrass RR. Club sponsoring 550-mile two-day round trip over entire length of Clinchfield, high trestles, deep gorges, 108 tunnels, thru 5 states behind steamer One-Spot and F units, meals enroute, motel rooms, meals at Spartanburg, S.C. Carl E. Adkins, BRRC, 1821 Gettysburg Rd., Lexington, Ky. 40504.

Sept. 24 & 25: World of Trains, sponsored by Toy Train Operating Society, N.Y. Transportation Museum, Riverton, south of Rochester, N.Y. Exhibits of scale, tinplate, toy trains, live-steam operations, movies. 50¢ age 16 and up, kids 25¢, Ample area motel space. Contact Craig McMillan, 2610 East St., Canandaigua, N.Y. 11424.

Sept. 30-Oct. 2: Rail Passenger Conference & Public Transport Congress, Algonquin College, Ottawa, Ont. Write Transport 2000, CP/Box 300, Terminal A, Ottawa, Ont. K1N 8V3.

Oct. 1: Denver to Laramie, Wyo., roundtrip behind UP 8444, stop at Greeley. Adults $38 and kids $30 from Denver; adults $36 and kids $28 from Greeley. Fares incl. Laramie meal. Robert Brown, Intermountain-NRHS, P.O. Box 5181 Terminal Annex, Denver, Colo. 80217, or Tom Daniels, Colorado Midland-NRHS, P.O. Box 824, Colorado Springs, Colo. 80901.

Oct. 1: 470 Railroad Club Gorham Gallivant to Gorham, N.H., two Grand Trunk diesel units, air-conditioned cars. Lv. Portland, Me., 8 a.m.; return about 5:30 p.m. Adults $22.50, kids $16.50. Gorham luncheon, adults $3.50, kids $2. Contact Kilten Andrew, 11 Smith St., Yarmouth, Me. 04096. Oct. 2: 17th annual 470 RR Club, 300-mile Fall Foliage roundtrip, Portland to Island Pond, Vt., 3-unit GT diesels hauling air-cond. coaches with dutch door vestibules, open-door bag. car, snack bar, photo runbys. See picturesque covered bridge and historic church at Star, N.H. Adults $29, kids $19. Write Ron Johnson, P.O. Box 2468, South Portland, Me. 04106.

Oct. 1 & 2, Nov. 5 & 6: Virginia steam railfan special behind 4-6-2 No. 1286 over ex-C&O Hot Springs subdiv. trackage on mixed train from Intervale depot with diner, heavyweight coaches, private car *Blackhawk*. Meet with work train, inspect 2-8-0 No. 606 being reconditioned, hack ride, engine cab, motor cars. Dinner, show, accommodations available. Amtrak connections made. Fare $29.95. Details from Alleghany Contral Scenic R.R., Rte. 5, P.O. Box 132, Covington, Va. 24426.

Oct. 1: Ex-T&P 610, Birmingham to York, Ala., roundtrip, sponsored by Heart of Dixie-NRHS, P.O. Box 254, Birmingham, Ala. 35201.

Oct. 2: Mini-convention Part 9 sponsored by Harlem Valley Div., RRE. Operating layouts, manufacturers displays, model rr. clubs, movies, white elephant sale, door prizes. Adults 75¢, kids under 12 35¢, at Chatham Middle School gym, Library Pl., Chatham, Write F.W. Freidel, 81 Center St., Chatham, N.Y. 12037.

Oct. 5-7: United Transportation Union Region 10 meeting, East Moncton, N.B., Canada.

Oct 8: D&H Fall Foliage Trip. Lv. Colonia Yard (near Albany) for Tunnel, N.Y., about 300-mile roundtrip behind PA units. All seats $29. Capacity limited. Flyer and info, send SSE to Clarence Langley, Jr., trip chairman, Mohawk & Hudson-NRHS, P.O. Box 523, Schenectady, N.Y. 12301.

Oct. 8 & 9: Atlanta to Toccoa, Ga., roundtrip behind 610 sponsored by Atlanta-NRHS, P.O. Box 13132, Atlanta, Ga. 30324.

Oct. 14-16: annual Midrail '77 meeting hosted by St. Louis-NRHS and St. Louis-RRE. Trips, speaker, banquet. Write M. Fred Lyon, St. Louis-NRHS, 1750 Round Robin Ct., Creve Coeur, Mo. 63141, or Dr. Harry Wittler, St. Louis-RRE, 1919 Karlin Dr., Town and Country, Mo. 63131.

Oct. 15 & 16: 22 & 23: Autumn Leaf Special, sponsored by Tenn. Valley RR Museum with 4501. Lv. Chattanooga 8 a.m. for Crossville, Tenn., roundtrip, return about 8 p.m., both week-ends. Mountain scenery, air-cond. coaches, open observation cars, commissary and dining car, photo stop. No alcoholic drinks requested. Chattanooga, Crossville hotel, motel reservations made. Adults $21.95, kids $15.95, under 5 free. Contact TVRM, Box 5263, Chattanooga, Tenn. 37406.

Oct. 15: Trolley-car lecture series on history, operations, technology, humor of electric traction, $1.50 admission, begins 1 p.m. Branford Trolley Museum, East Haven, Conn.

Oct 15-16: Hudson River Fall Foliage cruise aboard MV Martha's Vineyard. Lv. NYC, 9 a.m., Yonkers, 10:30 a.m., West Point, 1 p.m., arrive Albany about 7 p.m.; sailing Albany next day 8 a.m. Food aboard ship. Bill Ewen, Steamship Historical Society of America president, and Don Ringwald, ex-society prexy, both Hudson River experts as narrators. Tickets and hotel info from N.E. Steamship Co. of Mass., 51 South St., Berlin, Mass. 01503.

Oct. 16: Pottstown-NRHS trip over WK&S, $2. Contact Robert Toll, 808 James St., Sinking Springs, Pa. 19608.

Oct. 22-23: annual Steamtown railfans weekend, much steam action, photo stops, night photo session, door prizes, cab rides. Steamtown Foundation, Dept. RR, P.O. Box 71, Bellows Falls, Vt. 05101.

Oct. 22: Richford Ramble. Special excursion via CNR-CV, Montreal to Richford, Vt. Run-bys on freight-only tracks. CNR coaches with snack bar. Tickets limited. Adults $21.95, kids $11.95. Canadian Railroad Historical Assn. Excursions, P.O. Box 22, Station B, Montreal, Que. H3B 3J5, Canada.

Oct. 22: Carolina Div. NMRA and Southern Ry. Hist. Society, model railroad meet and railroadiana flea market at National Guard Armory, Milledge Rd., Augusta, Ga., 10 a.m.-5 p.m. Admission $1; kids under 12, 50¢. Clinics, movies, contests. Contact Dave Reed, 3717 Concord Drive, Augusta, Ga. 30906.

Oct. 28-Nov. 6: El Corazon de Mexico special train to Vera Cruz from Los Angeles. Stops at Guadalajara, Fortin de las Flores, Guanajuato and Vera Cruz. U.S. sleepers and American meals in diner. Rates start at $495. Info from Pacific Railroad Society, P.O. Box 70, East Irvine, Calif. 92650.

Oct. 29: Autumn Sunset Special. Oct. 30: Fall Harvest Express, both days, 282-mile roundtrip behind Clinchfield's One-Spot thru Blue Ridge Mts. in fall colors; 19 tunnels. Lv. Spartanburg 8:30 a.m., return 7 p.m. Adults $21, kids 12 or under $16. Box lunch $3. Details from Piedmont Carolina-NRHS, c/o Bentley Photo Center, Park Rd. Shopping Center, Charlotte, N.C. 28209.

Oct. 29 & 30: Ex-Southern 4501, Knoxville to Asheville, sponsored by Old Smokey-NRHS, P.O. Box 601, Knoxville, Tenn. 37901.

Nov.-Dec. '77 Railroad University's 6 classroom operations sessions again offered. Write Railroad University, 583 Lowden, Glen Ellyn, Ill. 60137.

Nov. 5: Mexico's Sonora desert and fishing port of Puerto Penasco are part of 312 mile one-day rail roundtrip. Lv. Mexicali 8:45 a.m., return about 9 p.m. Charter buses leave San Diego. Reservations necessary. Write Pacific Southwest Ry. Museum Assn. P.O. 12096, San Diego, Calif. 92112, or call 714 224-4381.

Nov. 6, 13, 19, 20: open house Model Railroad Club of Toronto, Inc., 37 Hanna Ave., door 8, 1-5 p.m. all dates. Adults $1.25, kids 25¢. Contact James Whatley, 1423 Lochlin Trail, Mississauga, Ont. L5G 3V5, Canada.

Nov. 19 & 20: Div. 4, MCR, NMRA, Hospitality Motor Inn-South, I-77 & Rockside Rd., Cleveland (Independence) Sat., 10 a.m.-7 p.m., Sun., 10 a.m.-6 p.m. Flea market, operating layouts, clinics, displays, movies. Free parking. Adults $1, kids 50¢, family maximum $2. Contact Jeffrey R. Brashares, 19749 Dell Ave., Strongsville, Ohio 44736.

Nov. 26: UP 8444 hauling railfan trip from Denver. Query Rocky Mountain Railroad Club, P.O. Box 2391, Denver, Colo. 80201. ●

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Pen Pals Wanted

(No charge for listing here)

Stephen Palkowetz (age 20), 3 House Rd., Morristown, N.J. 07960, industrial photographer, architectural student, model railroader, and poet, wants to hear from single girls who like to ride trains.

Lisa Baron (age 26), 73 C. Padilla St., Cebu City 6401, Philippines, high school grad, salesgirl, single.

Jane Scott, 3/RNE North Street, Quadrant, Brighton, Sussex BN1 3CJ, England.

Mlle. Catherine Cartier (age 15), 5 Rue de Lorraine, Saint Gilles, 52200 Langres, France, daughter of French Railroad foreman, will correspond with daughter of British Rail employee.

Mary Sullivan, 49 Leathwell Rd., London, SE8 4NL, England.

Marilo Sorono (age 23), single, Myra Sari-Sari Store, 216 Samson Rd., Caloocan City 3108, Philippines. ●

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